


City of  
**Temecula**



**GENERAL PLAN**





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# City of Temecula GENERAL PLAN

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T H E P L A N N I N G C E N T E R





# City of Temecula GENERAL PLAN

November 9, 1993

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## I. INTRODUCTION

The City of Temecula was incorporated on December 1, 1989 as a General Law City. Located in the southwestern corner of Riverside County, the City is situated in one of the fastest growing regions in the United States. The City boundaries encompass Old Town Temecula, an historical western town from the 1890's, and a portion of the planned community of Rancho California. In 1964, Kaiser Aluminum and Chemical purchased the 87,500 acre Vail Ranch, and began Temecula's transition from avocado orchards, vineyards, other agricultural and open space uses, to an urbanized community. The overall land use pattern and circulation system of Temecula today has largely been guided by the planning efforts of Kaiser Aluminum and Chemical Corporation. Figure 1-1 shows the location of Temecula within the region.

The Temecula General Plan is a comprehensive first step in unifying the community. Temecula is faced with substantial growth pressures. The General Plan responds to these growth pressures by providing long-term policy guidance for the community's physical, economic, social and environmental changes. More than any single idea within the Temecula General Plan is the commitment to the preservation and enhancement of a high quality of living in the Temecula Valley. Physical identity and cohesion, adequate services and facilities, high quality development, and a wide-range of community activities all underlie this idea. The General Plan will result in changes that will affect how residents perceive their home, neighborhood, community, and the overall quality of life in the City. The overriding issue for the General Plan, therefore, is how to benefit from change and the opportunities posed by growth pressures.

The Temecula General Plan represents a new step into the future. Accordingly, it must be more than a traditional "blueprint" for future growth. It should be visionary and creative, yet realistic and achievable through sound policies and implementation measures. The Plan must provide a rational and defensible basis for decisionmaking now and into the future. The Plan must also offer solutions for alleviating identified problems within Temecula and the remaining General Plan Study Area.

### A. Purpose of the General Plan

California State law (Section 65300) requires every city and county to adopt a comprehensive, long-term general plan for the physical development of the community. The general plan should also address any land outside a city's boundaries which is felt to bear relation to a city's planning. The limits of the Temecula General Plan Study Area extend beyond the City boundaries as discussed in the following section. The State requires local jurisdictions to adopt general plans based on the belief that the future growth of the State is largely determined by local land use decisions and related actions.

The general plan must contain seven elements or "chapters" on the major topics of concern within a community including: land use, housing, circulation, the conservation of natural resources, the preservation of open space, the noise environment, and the





# REGIONAL LOCATION



protection of public safety. Although inclusion of each of the seven elements in a city's general plan is mandatory, these topic areas may be combined at the discretion of the city as long as the city complies with all requirements governing content and adoption.

State law (Section 65303) allows a jurisdiction to include other elements or topics within a general plan that are of special or unique interest, such as historic preservation, parks and recreation, and public facilities. Upon adoption, any optional elements or components of a general plan have the same force and effect as the State mandated elements. The City of Temecula has elected to address parks and recreation, trails, community design, public facilities and services, and growth management within the General Plan.

According to State law, each element of a general plan has equal stature, i.e., no element may supersede another element in authority. The general plan must comprise an integrated, internally consistent, and compatible statement of policies and actions for the adopting agency. Each element's data, assumptions, analysis, goals, policies, and implementation programs must be consistent and/or complimentary.

## **B. Using the General Plan**

### **1. Scope**

The Temecula General Plan functions as a guide for local government decisionmakers as well as the development community with respect to land use and development. The content of each element is prescribed by the State of California General Plan Guidelines, published by the Office of Planning and Research (OPR). Specific requirements for the Noise Element are defined by the Office of Noise Control, California Department of Health. The contents of optional elements are to be determined by a city based on its needs and objectives (subject to consistency requirements as discussed above). While State law specifies the basic content of the General Plan, it allows each city to use any format deemed appropriate or convenient.

The Study Area for the Temecula General Plan consists of three distinct areas: the incorporated City of Temecula, the adopted Sphere of Influence for the City, and an adjacent area west of Winchester Road within the County of Riverside. For general plan purposes, this third area is called the Environmental Study Area. The General Plan Study Area totals approximately 60 square miles and is shown in Figure 1-2. The present City boundaries encompass approximately 26 square miles, the Sphere of Influence is approximately 24 square miles, and the Environmental Study Area comprises around 10 square miles. The Sphere of Influence, adopted by the County's Local Agency Formation Commission (LAFCO), includes the unincorporated area that will most likely be annexed in the future, on a project by project basis, by the City of Temecula. The Environmental Study Area is an area that significantly influences City planning



and future development in the City. The General Plan Study Area provides a reasonable measure of the City's present region of interest.

The preparation of the Temecula General Plan included extensive background research and technical analysis. The background research is included within a Master Environmental Assessment (MEA) which was prepared as part of the General Plan Program. The MEA provides a detailed analysis of natural and man-made conditions within the Study Area, and serves as the baseline report for preparing the General Plan and Environmental Impact Report (EIR). The MEA provides a source of information for preparing future EIRs on projects within the Study Area. The General Plan EIR provides an analysis of the potential impacts of implementing the policies and programs of the General Plan. The difference between the MEA and EIR is that the EIR focuses upon specific impacts of the General Plan, rather than the pre-General Plan environmental conditions.

Each element of the General Plan contains goals, policies, and implementation programs based upon the needs and desires of the community, as derived from the background research, public workshops, Technical Subcommittee Meetings, planning staff, and members of the Planning Commission and City Council. The goals, policies and implementation programs for the General Plan are defined as follows:

- **Goal:** A goal is a broad vision of what the community wants to achieve or provide to residents, landowners, business-owners, and tourists. It is a statement of a desired condition based community values. Goals are general in nature and usually timeless.
- **Policy:** A policy provides direction or establishes a general course of action that is intended to achieve one or more goals. A policy implies a clear commitment by decisionmakers that is referred to in reviewing project proposals or in guiding other city actions.
- **Implementation Programs:** The programs contained in the City of Temecula General Plan encompass a broad range of actions that are intended to implement the policies of each element. The types of programs or actions include:
  1. Programs which are currently being implemented by the City and will continue to be implemented;
  2. Existing programs that require modification, with little or no fiscal impact to the City; and







3. Proposed new programs which may or may not require additional City budget expenditures.

Some of these programs are mandated by State law such as zoning, housing programs, and CEQA review. Others are tailored to the specific needs of the City in managing growth, providing infrastructure, conserving unique resources, or communicating with other agencies and local governments.

## 2. Organization

The Temecula General Plan (Volume 1) is divided into the following eleven (11) chapters:

- **General Plan Overview:** Describes the purpose and scope of the General Plan.
- **Land Use Element:** Establishes a framework for growth and development with the Study Area. It provides for the types, intensity, density, and distribution of land uses.
- **Circulation Element:** Establishes the transportation network needed to support the travel demands from existing and future land uses.
- **Housing Element:** Provides for the manner in which existing housing will be conserved and new housing will be produced. The element defines local housing problems and needs and identifies necessary mitigation measures and improvements.
- **Open Space/Conservation Element:** Establishes policies and implementation programs to encourage the conservation, protection and proper management of natural resources within the Study Area. The element also focuses on the parks and recreation system needed to serve the community.
- **Growth Management/Public Facilities Element:** Addresses public services and infrastructure requirements needed to serve development in a timely manner. The element also addresses local and regional growth management issues, including compliance with State laws.
- **Public Safety Element:** Provides a planning framework for the protection of the community from natural and man-made hazards.
- **Noise Element:** Identifies noise sensitive land uses and noise sources, and provides for the protection of the community from the adverse affects of excessive noise.

- **Air Quality Element:** Establishes a policy foundation for the implementation of local government control measures, as required by the Air Quality Management Plan.
- **Community Design Element:** Examines the form and character of Temecula that contribute to the community's image and quality of life. The element establishes planning and design considerations to improve the built environment.
- **Economic Development Element:** Provides direction for economic development and a means to attain an economically viable community.

Volume II is the General Plan Appendices which includes the Environmental Impact Report; technical reports on traffic, economic and fiscal considerations, drainage facilities, and sewer and water facilities; Issue Papers on key General Plan issues; and summaries of State and Federal regulations pertinent to the implementation of the General Plan.

Table 1-1 below provides a summary of the organization of the General Plan and the interrelationship between the elements.

<b>Table 1-1</b> <b>Interrelationship Between Temecula</b> <b>General Plan Elements</b>	
<b>Temecula</b> <b>General Plan Elements</b>	<b>Related Elements and Issues</b>
Land Use Element	Circulation; Housing; Conservation of Open Space and Resources; Growth Management; Fiscal Viability; Infrastructure and Services; Economic Development
Circulation	Growth Management; Air Quality; Noise; Land Use, Mixed-Use Development
Housing	Land Use; Parks; Public Services; Schools; Noise
Open Space/Conservation	Land Use; Parks & Recreation; Trails; Cultural Resources; Public Safety
Growth Management/ Public Facilities	Land Use; Regional Coordination; Air Quality; Circulation; Congestion Management; Public Safety
Public Safety	Open Space/Conservation; Land Use; Noise; Circulation; Facilities Planning
Noise	Circulation; Public Safety; Land Use
Air Quality	Land Use; Regional Coordination; Circulation
Community Design	Land Use; Public Facilities; Parks, Trails & Open Space; Mixed-Use Development; Housing; Economic Development
Economic Development	Land Use; Public Facilities & Services; Community Design; Housing

## C. General Plan Consistency Requirements

In order to link the long-range comprehensive planning of a general plan to the day-to-day actions of the City, the State requires consistency of certain local actions with the general plan. Some State statutes which do not mandate consistency with the general plan, still require findings or a report on how proposed actions conform to the general plan. The State considers an action, program, or project to be consistent with a general plan if it furthers the objectives and policies of the general plan and does not obstruct the attainment of the objectives and policies.

Following is a list of provisions in State law that require local actions and documents to be consistent with the general plan.

### 1. Zoning

Government Code Section 65860 requires that the zoning ordinances of general law cities be consistent with the general plan. The City of Temecula is a General Law City.

### 2. Subdivisions

Government Code Sections 66473.5 and 66474 require that subdivision and parcel map approvals in all jurisdictions be consistent with the general plan.

### 3. Reservations of Land with Subdivisions

Government Code Section 66479 requires that reservations of land for parks, recreational facilities, fire stations, libraries, and other public uses within a subdivision conform to the general plan.

### 4. Open Space

Government Code Section 65566 requires that acquisition, disposal, restriction, or regulation of open space land by a city or county be consistent with the Open Space Element of the general plan.

Government Code Section 65567 prohibits the issuance of building permits, approval of subdivision maps, and adoption of open space zoning ordinances that are inconsistent with the Open Space Element of the general plan.

Government Code Section 65910 requires that every city and county adopt open space provisions in their zoning ordinances consistent with the Open Space Element of the general plan.



Government Code Section 51084 requires cities and counties accepting or approving an open space easement to make a finding that preservation of the open space land is consistent with the general plan.

**5. Capital Improvements**

Government Code Sections 65401 and 65402 require a review and report on the consistency of proposed city, county, and special district capital projects, including land acquisition and disposal, with the general plan.

**6. Development Agreements**

Government Code Section 65867.5 requires that development agreements between developers and local governments be consistent with the general plan.

**7. Special Housing Programs**

Health and Safety Code Section 50689.5 requires that housing and housing programs developed under Health and Safety Code Sections 50680 et seq. for the developmentally disabled, mentally disordered, and physically disabled be consistent with the Housing Element of the general plan.

**8. Parking Authority Projects**

Street and Highway Code Section 32503 requires that parking authorities, in planning and locating any parking facility, are "subject to the relationship of the facility to any officially adopted master plan or sections of such master plan for the development of the area in which the authority functions to the same extent as if it were a private entity." The location of a parking facility, therefore, must be consistent with the general plan.

**9. Project Review Under CEQA**

Title 14, California Administrative Code Section 15080 requires examination of projects subject to the provisions of the California Environmental Quality Act for consistency with the general plan.

**10. Mineral Resources**

Public Resources Code Section 2763 requires that city and county land use decisions affecting areas with minerals of regional or statewide significance be consistent with mineral resource management policies in the general plan. There are no mineral resources within the Study Area identified by the State Department of Mines and Geology as being of regional or statewide significance.

## **11. Transmission Lines**

Public Utilities Code Section 12808.5 requires cities and counties approving electrical transmission and distribution lines of municipal utility districts to make a finding concerning the consistency of the lines with the general plan.

## **12. Hazardous Waste Management**

Chapter 1504 of the Statutes of 1986 (Tanner Bill) requires each county to prepare a county-wide hazardous waste management plan. Each county plan is then to be incorporated into the general plans of all cities within the county's jurisdiction.

## **D. Community Involvement Process**

The Temecula General Plan is the product of a team effort involving citizens, the City Council, Planning Commission, other City commissions, City staff, and a multidisciplinary team of consultants. City leaders made a major commitment to actively involve citizens in the formulation of the General Plan. Citizen participation was essential to the identification of community values and goals, which served as the foundation of the Plan. Furthermore, the community's input on issues, land uses, approaches to solving problems and implementing the Plan, was important in developing a Plan that will serve community needs well into the future.

The community participation process was structured to allow for review of documents and maps, and to enable interested individuals or organizations to provide ideas, insights, or information for input into the General Plan. A series of Neighborhood Meetings were held early in the process to provide opportunities for residents to express their concerns about traffic, housing, parks and other major aspects of community life. A total of four Town Hall Meetings were held at key phases of the process to allow for input on draft products. The first Town Hall Meeting focused on the planning opportunities and constraints; preliminary goals and policies; and the Vision Statement for Temecula. The second Town Hall Meeting focused on land use alternatives. The comments received were evaluated and used in the formulation of the Draft Preferred Land Use Plan. A third Town Hall Meeting was held to present the Draft Preferred Land Use Plan and refined goals and policies for the General Plan elements. The final Town Hall Meeting was scheduled just prior to the start of public hearings to enable all interested parties to voice final concerns and support for the completed Draft General Plan and EIR.

Community participation also included the involvement of five Technical Subcommittees, established specifically to provide technical expertise for the General Plan's preparation. The Technical Subcommittees operated as an advisory group to City staff and General Plan consultants. The committees were formed to focus on the areas of land use, traffic/circulation, growth management, economic development, and community design. During the first round of meetings, the committees provided

comments on draft goals and policies, issue papers, and land use alternatives. During the second round of meetings, members provided a technical review of the draft General Plan prior to public hearings.

Community outreach also included to establishment of an Information Center at the public library. The Information Center contained the most recent documents and maps for public review. Comments cards were also available at the library and at public meetings for people to forward concerns and suggestions in writing.

Throughout the General Plan preparation process, City staff met individually with interested citizens, landowners, and business owners as needed. The effort was to ensure that concerns were addressed prior to public hearings, and to cultivate support for the General Plan.

## **E. General Plan Amendment Procedure**

The Temecula General Plan is a dynamic document because it is based on community values and an understanding of existing and projected conditions and needs, all of which change continually. The State of California General Plan Guidelines recommend that, "The entire plan, including the basic policies, should be thoroughly reviewed at least every five years and revised as necessary to reflect new conditions, local attitudes and political realities." Furthermore, State law requires local governments to "provide an annual report to the legislative body on the status of the plan and progress in its implementation" (Government Code Section 65400(b)).

Amendments to any one of the mandatory elements of the general plan are limited to four times in one calendar year (Government Code Section 65358(b)). This limitation does not apply to the following, which are relevant to Temecula:

- Amendment of optional elements or components of the general plan;
- Amendments requested and necessary for affordable housing;
- Amendments necessary to comply with a court decision involving the legal adequacy of the general plan; and,
- Amendments after January 1, 1984 to bring a general plan into compliance with an airport land use plan.

Every general plan amendment must be consistent with the rest of the general plan. Appropriate changes in other elements should be made to maintain consistency. An amendment to the general plan constitutes a "project" under the California Environmental Quality Act and, therefore, the amendment must be evaluated for environmental impacts. The procedures for amending the general plan are outlined in Government Code Section 65350 et seq.



## II. A VISION FOR TEMECULA

The General Plan expresses a vision of the future of the City and prescribes techniques to manage growth and development so that the vision can be achieved. The vision embodies an active approach to shaping the dynamics of change. The challenge of the General Plan is to establish clear and sustainable direction. General plans frequently fail in this respect because of their singularly physical orientation, and their complexity and detachment from the real process of decisionmaking. This Vision Statement is intended to document the rationale for the new City's General Plan in order to facilitate its implementation.

Given this planning context, a statement of the most important dimensions of community character to be preserved or achieved as development occurs is essential. That is the community vision. The purpose of this Vision Statement is to declare a commitment to a quality of living that substantially exceeds what would otherwise occur. The Vision Statement will enable future community leaders and citizens to recall and endorse the meaning of the Plan and maintain diligence in carrying out its intent.

The thrust of the Vision Statement draws upon the Mission Statement adopted by the City Council prior to preparation of the General Plan. This Mission Statement, as follows below, established a positive framework for the General Plan.

- *The mission of the City of Temecula is to maintain a safe, clean, healthy and orderly community; balance the utilization of open space, parks, trail facilities, quality jobs, public transportation, diverse housing and adequate infrastructure; and to enhance and revitalize historic areas.*
- *The City will encourage programs for all age groups, utilize its human resources, preserve its natural resources while stimulating technology, promoting commerce and utilizing sound fiscal policy.*
- *It is the City Council's resolve that this mission will instill a sense of pride and accomplishment in its citizens and that the City will be known as a progressive, innovative, balanced and environmentally sensitive community.*

The Vision for Temecula is intended to represent the values of the community that will contribute to Temecula's future image and physical character. The concepts and values presented within this Vision Statement are the foundation for the goals and policies of the General Plan elements. The complete Vision Statement is included in Volume II, the General Plan Appendices. The key concepts of the Vision for Temecula are summarized below.

- A Balance of Residential, Commercial and Industrial Opportunities;
- The concentration of retail and business development within Village Centers;

- A convenient and effective transportation system which includes vehicular circulation, transit, bicycles and pedestrian modes of travel;
- An outstanding open space and parks system;
- A community dedicated to preserving family values, neighborhood conservation and public safety;
- Opportunities for community activities for a wide array of interests, ages and lifestyles;
- Preservation and enhancement of historical and cultural resources within the community;
- Assurances that adequate public services are provided concurrently with development; and
- Capitalize on the community's greatest asset, its people, by encouraging community involvement and community responsibility.









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## I. INTRODUCTION

### A. Overview of the Land Use Element

The Land Use Element establishes land use goals and policies, supported by implementation programs for the land uses envisioned within the community including, housing, community services, industrial and retail development, parks and open space. The Land Use Element provides the framework for new growth and development, as well as for the protection/conservation of existing uses and resources. The goals and policies of the Element are further interpreted in the form of a Land Use Plan map that defines the general location and development intensity of land uses in the Study Area.

The Land Use Element is often considered the "umbrella" element of the General Plan—encompassing the issues and policies that are considered in greater detail in the other elements of the plan. For example, land use policies have a direct bearing on the local street system which is planned for in the Circulation Element. Housing issues and needs identified in the Housing Element are linked to land use policies for both existing and future residential development. Furthermore, the impacts of the Land Use Plan on public infrastructure and services has a direct bearing on the policies and implementation programs contained in the Growth Management/Public Facilities and Services Element. Even issues related to safety, noise, and the natural environment are directly related to the policies and Land Use Plan of this Element.

During the preparation of the Land Use Element, extensive consideration was given to how future development could improve the overall pattern of land uses to enhance the character of Temecula and improve the organization of the community. The Element encourages future urbanization while conserving the significant characteristics of the natural and man-made setting which contribute to a quality of life that residents want to maintain.

The goals and policies of the Land Use Element also emphasize compatibility between future urban development and the existing single family, rural and historical areas of the community. A primary mechanism for accomplishing this is through the implementation of Village Centers at key locations throughout the Study Area. Village Centers are intended to be more urban in character and will include a mix and concentration of retail commercial, service, office, and public uses to conveniently serve surrounding residential development. Using innovative site design, Village Centers would encourage non-automotive travel and reduce the current trend of sprawling development that encroaches upon agricultural uses, large lot residential areas and the substantial biological resources of the area. The Village Centers would provide the opportunity for a range of medium to higher density housing types including, duplexes, townhomes, and garden apartments that would be close to employment, retail and recreational opportunities. The Village Centers would function as true activity nodes or community gathering areas within Temecula, providing a complementary mix of day and evening activities. Specific design related policies for Village Centers are provided in the Community Design Element of the General Plan.

## B. Authorization & Scope

The State of California Government Code requires every city to adopt a Land Use Element as part of the a city's General Plan. Government Code Section 65302(a) requires the scope of the Land Use Element as follows:

The State of California Government Code requires that a land use element be prepared as a part of a city's General Plan, as follows:

*"Government Code Section 65302(a): A land use element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity for the various districts and other territory covered by the Plan."*

## C. Related Plans and Programs

There are a number of land use documents which have been adopted or are under preparation, which bear a relationship to the Land Use Element for the City of Temecula. The relevant plans or programs include the following:

### 1. Southwest Area Community Plan

The Southwest Area Community Plan (SWAP) was adopted by the Riverside County Board of Supervisors in November, 1989, as part of the Riverside County Comprehensive General Plan. The SWAP is intended to provide more detailed land use goals and policies for the southwest area than contained in the County's General Plan. A key objective of the SWAP is to promote a consistent land use pattern based on long-term physical, environmental, and economic conditions in the southwest area.

The SWAP was applicable to Temecula prior to incorporation. The land use policies and land use designations specified for Temecula, as well as the remaining General Plan Study Area have been used as a guide in preparing the Temecula General Plan. It is important to note that the City's Sphere of Influence and Environmental Study Area subject to the policies and regulations of the SWAP, unless properties in those areas are annexed by the City prior to or concurrent with development approvals.

## **2. Temecula Development Code**

The Temecula Development Code will establish detailed land use classifications and regulations based upon the General Plan. The Development Code will regulate land uses, development standards, and administrative procedures for processing private development projects through the City. The Development Code regulations and maps must be consistent with the land uses, policies, and implementation programs of the General Plan. In the event that the Development Code becomes inconsistent with the General Plan due to a General Plan amendment or update, the Development Code must be amended within a reasonable time frame to insure consistency with the General Plan.

## **3. General Plan EIR**

As required by State law, each jurisdiction must prepare supporting environmental documentation on the General Plan. The Environmental Impact Report for the Temecula General Plan will be certified concurrently with adoption of the General Plan. The environmental impacts of the General Plan will be analyzed in detail within the EIR. Mitigation measures will be suggested for those impacts that cannot be adequately mitigated through the goals, policies and implementation programs of the General Plan. The General Plan EIR will also provide the technical background information used to prepare the General Plan Elements. The General Plan EIR will also be a baseline document for subsequent planning efforts including the preparation of specific plans, master plans, and special environmental or planning studies.

## **4. Master Environmental Assessment**

A Master Environmental Assessment was completed in February, 1992, for the Temecula General Plan Study Area. The General Plan Study Area includes: the incorporated city limits, the City's Sphere of Influence, and an adjacent Environmental Study Area. The Master Environmental Assessment (MEA) describes the natural and man-made environment as it currently exists. The purpose of the MEA is two-fold: to provide baseline environmental data for use in the General Plan/EIR, and to serve as a resource for in the preparation of subsequent EIRs for proposed projects within the community.



## 5. Approved Specific Plans

The California Government Code (Section 65451) allows preparation of specific plans to regulate site development. Specific plans are required to include detailed regulations, conditions and programs for the implementation of a project, consistent with the jurisdiction's general plan. The value of the specific plan is that it allows greater flexibility than is possible with conventional zoning, since the development is based on specific site conditions which may involve soils, geologic and seismic constraints, flood hazards, noise, sensitive biological resources, or significant cultural resources.

A total of five specific plans (Table 2-1) were approved by Riverside County within Temecula prior to the Temecula's incorporation on December 1, 1989. The plans, programs and standards of these specific plans are incorporated within the General Plan and Development Code for Temecula.

Table 2-1 Approved Specific Plans				
Specific Plan	Total Project Acreage	Number of Dwelling Units	Commercial/Industrial Acreage	Date of Development Agreement
<b>CITY:</b>				
Pala Village (Specific Plan #117W)	171	430	NA	NA
Roripaugh Estates (Specific Plan #149)	205	710	40	NA
Rancho Highlands (Specific Plan #180)	226	1,007 (max.)	12	1984
Margarita Village (Specific Plan #199)	1,272	4,381 (max.)	14	1988
Paloma del Sol (Specific Plan #219)	1,389	5,604 (max.)	51	1988
<b>SPHERE OF INFLUENCE:</b>				
Warm Springs (Specific Plan #220)	475	1,886 (max.)	35	1988
Silverhawk (Specific Plan #213)	1,042	2,478 (max.)	353	1988
Mountain View (Specific Plan #184)	790	2,571	13	NA
Vail Ranch (Specific Plan #223)	720	2,431 (max.)	126	1988
Redhawk (Specific Plan #217)	1,276	4,188 (max.)	28	1988
<b>Environmental Study Area:</b>				
Rancho California Country Club (Specific Plan #103)	341	747 (max.)	20	NA
Winchester Mesa (Specific Plan #103)	310	1,393 (max.)	18	NA

## **6. Comprehensive Land Use Plan for the French Valley Airport**

The French Valley Airport is a general aviation airport owned and operated by Riverside County. The airport is located east of Winchester Road, within the City's Sphere of Influence. State law requires that a Comprehensive Land Use Plan for the French Valley Airport be adopted by June 30, 1992. The Land Use Plan is currently under preparation and is expected to be completed by the state deadline. The purpose of the plan is to protect the public health, safety and welfare, ensure the continued orderly use of the airport, and to prevent the creation of new noise and safety problems.

According to state law, adopted airport Land Use Plan was intended to take precedence over a city or county general plan within the airport's area of influence. The legislature intended that all development and land use proposals within the airport's area of influence be consistent with the airport Land Use Plan. All land use development entitlements within the airport's area of influence must be approved by the Airport Land Use Commission (ALUC). If a land use or development proposal is denied by the ALUC, a city or county (whichever has jurisdiction of the area) may overrule the decision with a two-third's vote of the legislative body. The jurisdiction must also make specific findings to support the decision according the Section 21670 of the Public Utilities Code. The action of a city or county to overrule the decision of the ALUC releases the operator of the airport from any liability should damages to property or personal injury result from the decision to overrule the ALUC (Section 21675.1(f) Public Utilities Code).

## **7. Temecula's Capital Improvement Program**

The City's current Capital Improvement Program is for fiscal years 1992 - 1996. The Capital Improvement Programs serves as a planning tool, and to coordinate the financing and scheduling of the major projects to be undertaken by the City. The projects generally include: land and right-of-way acquisition, design, construction or rehabilitation of public building or facilities, public infrastructure design and construction, and redevelopment projects. The City's Program differs from those prepared in many cities as it includes projects not specifically being completed by the City of Temecula, but which require City staff involvement and coordination. Some projects are included which are not capital improvements per se, but are being considered for allocation of redevelopment tax increment funds. The Capital Improvement Program is used in the preparation of the Land Use Element, as well as other elements of the General Plan.

## II. SUMMARY OF LAND USE ISSUES

### A. Existing Land Use Pattern

Temecula's existing land use pattern is generally characterized by employment uses on the east side of I-15 and residential uses on the west side of I-15. This pattern forces the residents to use the freeway interchanges to cross town. Furthermore, many commercial centers and community services are not conveniently located to residential areas, increasing the use of the automobile and length of travel more than is desired by residents. The existing City land use pattern and the dispersed regional land use pattern has created an auto-dependent community. The lack of a comprehensive trail system linking residential areas to parks, commercial and employment uses further encourages automobile use over walking or bicycling.

The concentration and location of higher density housing within the City is also an issue. Many residents are concerned about the impacts of higher density housing on public services, particularly schools. The future land use pattern should distribute higher density housing at appropriate locations throughout the community. The quality of site and building design and the provision of open space/recreation facilities should be a high priority in project review. As Temecula grows, there will be a need to maintain a level of housing supply which is affordable to workers in Temecula. An improved jobs/housing balance will reduce long-distance commuting and increase employment options for residents. Substantial expansion of Temecula's industrial and commercial base is envisioned to meet the City's internal business needs, provide employment to residents who will live in the community, to meet regional commercial and industrial needs, and to improve the City's revenue base.

### B. Existing Large Lot and Rural Residential Areas

The impact of future development on the existing large lot and rural residential areas is of critical concern to many residents. Residents of Greentree Estates, Los Ranchitos, Meadowview and areas in the northern portion of the City have expressed their desire to retain lower densities. There is a need for rural residential development standards pertaining to infrastructure requirements, site design and buffering from adjacent, non-rural uses.



### **C. Old Town**

Old Town came into being during the last half of the 19th century and flourished due to the granite quarry and agriculture industry, as well as from the temporary location of a railroad line linking San Diego with the new trans-continental railway. Old Town retains its western heritage today and has numerous historical sites in various stages of preservation. Today, Old Town is tourist-commercial oriented, with a strong emphasis on antique shops. There are underutilized and vacant parcels within the Old Town area that represent future opportunities for growth and revitalization. However, there is a need to ensure that as infill or reuse occurs, the role and character of Old Town is preserved and enhanced. The City has initiated the preparation of a specific plan for Old Town which is scheduled to be completed in the Fall of 1992. The Specific Plan will address future land use and design, as well as issues related to road improvements, parking, and flood control.

### **D. Proposed Specific Plans**

The General Plan Study Area includes some 34 square miles of unincorporated territory. Within this area, are approximately nine proposed specific plans, which when developed, will have a direct impact on the City in terms of traffic, noise, the demand for community facilities, the demand for employment and commercial activities, and other impacts. It is the City's desire to annex many of these proposed developments prior to or concurrent with project approvals, in order to exercise control over the use, quality and design of development, and the public facilities and amenities provided. Several of the specific plans will be approved by the County of Riverside, and built under the County's jurisdiction. Therefore, inter-governmental coordination with the County and the City of Murrieta to influence projects to the benefit of the City of Temecula, City of Murrieta, and the County, is strongly needed.

### **E. Land Use Compatibility**

Compatibility between adjacent land uses is essential to achieve a safe, efficient, and well-organized community. The issues involved in examining the compatibility of proposed projects includes: traffic generation, access locations, noise impacts, public service demands, site design and visual appearance, and public safety. Land use compatibility is expected to become a greater issue as the community builds out and commercial/employment uses locate nearer residential areas. Residents want adequate buffering from non-residential uses in terms of light, noise, traffic impacts and negative visual impacts. Compatibility between residential projects of different densities is also a major concern. The development of standard single family subdivisions within rural residential areas or adjacent to the wine country for example, can negatively impact the overall character of the area. Site design that involves a gradual transition of densities within a project or an adequate open space buffer should be important considerations in future residential projects.

## **F. Community Facilities**

Residents of the City of Temecula desire community facilities or gathering areas that provide for social, civic-related, cultural and recreational opportunities. The development of such facilities can foster civic pride and enhance the City's identity. Most of the existing commercial areas lack adequate public places or plazas to accommodate cultural and social events. The commercial development in Temecula also needs a broader range of uses that creates day and evening activity areas. Furthermore, the City lacks large-scale commercial recreation opportunities such as an amusement park, stadium, concert hall or performing arts center. It is important that land suitable for these types facilities be available in order to attract the developers of such projects.

The development of a permanent civic center, with ancillary uses such as a senior citizens or youth center, an amphitheater, a museum/cultural center, and recreation facilities would significantly enhance "a sense of place" for Temecula residents, as well as increase community interaction. The existing site of city hall is not conveniently located to residences, nor is it surrounded by complementary uses that enable it to function as an activity node within the City.

## **G. Commercial Revitalization**

Most of the City's commercial areas and corridors are automobile dependent and do not provide or induce pedestrian or bicycle activity. The absence of pedestrian oriented areas exacerbates traffic problems and resultant air pollution and noise. There is the opportunity to incorporate trails, pedestrian accessways and other non-automotive design features in all future commercial development and in the revitalization or infill development in Old Town and along Jefferson Avenue.

## **H. Physical and Biological Constraints to Development**

The General Plan Study Area contains a number of physical and biological constraints on future development. Floods hazards, active faults, steep slopes, brush fire potential, and significant biological resources are the principal constraints on development. These constraints are more thoroughly evaluated in the Open Space/Conservation Element and the Seismic/Public Safety Element. The intensity or density of development, site design, designation of open space, and construction techniques may be impacted by these physical and biological constraints. Historically, development has varied in the degree and sensitivity to which it has accounted for these constraints. Some large-scale projects have extended typical flatland subdivision design into the hillsides, utilizing mass grading techniques, and altering natural resources and landforms. As development continues in the Study Area, of concern will be the extent to which development will be permitted on the hillsides, the density of such development, its visual impact, and the degree of sensitivity to unique or sensitive resources.



### III. GOALS AND POLICIES

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**Goal 1** A complete and integrated mix of residential, commercial, industrial, recreational, public and open space land uses.

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**Discussion** A well-balanced community provides a broad range of land uses that are planned in desirable patterns and intensities. By providing for a balanced mixture of land uses, the City can achieve a suitable inventory of housing for a range of income groups, a viable commercial and employment base for residents and surrounding communities, ample open space and recreational opportunities, and adequate public facilities and services.

- Policy 1.1** Review all proposed development plans for consistency with the community goals, policies and implementation programs of this General Plan.
- Policy 1.2** Promote the use of innovative site planning techniques that contribute towards the development of a variety of residential product styles and designs including housing suitable to the community's labor force.
- Policy 1.3** Require the development of unified or clustered community-level and neighborhood-level commercial centers and discourage development of strip commercial uses.
- Policy 1.4** Consider the impacts on surrounding land uses and infrastructure when reviewing proposals for new development.
- Policy 1.5** Support the development of light industrial, manufacturing, research and development, and office uses to diversify Temecula's economic base.
- Policy 1.6** Provide well-defined zoning and development standards and procedures to guide private sector planning and development.
- Policy 1.7** Require the preparation of specific plans as designated on the Specific Plan Overlay to achieve the comprehensive planning and phasing of development and infrastructure.
- Policy 1.8** Consider taking the lead on preparing specific plans for areas designated on the Land Use Plan that have multiple landowners.
- Policy 1.9** Encourage flexible zoning techniques in appropriate locations to preserve natural features, achieve innovative site design, achieve a range of transition of densities, provide open space and recreation facilities, and to provide necessary amenities and facilities.
- Policy 1.10** Pursue opportunities to locate higher density housing with supporting commercial and public uses on the west side of I-15.

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**Goal 2**      **A City of diversified development character where rural and historical areas are protected and co-exist with newer urban development.**

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**Discussion** The large lot and rural residential/agricultural areas in the community represent a lifestyle and open space character about Temecula that many residents want to maintain. The historical resources in the community, including Old Town and the Butterfield Stage Stop along Highway 79 South, are valued by the community and should be preserved. Future project approvals within or adjacent to rural and historical areas will affect the long-term integrity of these areas.

- Policy 2.1**      Provide physical and visual buffers areas to create a transition between rural residential and agricultural areas and commercial, industrial and other higher density residential development.
- Policy 2.2**      Apply rural development standards to specified areas of the City to maintain the rural character of those areas.
- Policy 2.3**      Define the rural and historical areas of the community to be conserved, and establish a procedure for adding areas or altering boundaries as necessary.
- Policy 2.4**      Require the use of landscaped, open space buffers along roadways in-lieu of residential subdivision walls where feasible in light of noise and other constraints.

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**Goal 3**      **A land use pattern that will protect and enhance residential neighborhoods.**

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**Discussion** The predominant existing land use in Temecula is the single family detached home ranging from two to eight dwelling units per acre. Many of the neighborhoods in Temecula have a distinguishable character in terms of design, landscaping, and hardscape improvements. Future residential and non-residential development should be compatible with the natural features of the site and the adjacent uses.

- Policy 3.1**      Consider the compatibility of proposed projects on surrounding uses in terms of the size and configuration of buildings, use of materials and landscaping, preservation of existing vegetation and landform, the location of access routes, noise impacts, traffic impacts, and other environmental conditions.
- Policy 3.2**      Provide infill development incentives in the residential sections of the Old Town area through the Old Town Specific Plan.



- Policy 3.3** Require parcels developed for commercial or industrial uses to incorporate buffers that minimize the impacts of noise, light, visibility of activity and vehicular traffic on surrounding residential uses.
- Policy 3.3** Protect single-family residential areas from encroachment by commercial uses.
- Policy 3.4** Review proposed residential development within the French Valley Airport Influence Area in cooperation with the Airport Land Use Commission to properly assess noise impacts and flight hazards.
- Policy 3.5** Obtain aviation easements as required by the Comprehensive Land Use Plan for the French Valley Airport to ensure that landowners acknowledge the impacts associated with aircraft.
- Policy 3.6** Require proposed development to evaluate the incremental traffic impacts on local roads throughout the proposed project phasing in order to ensure that any adverse impacts to local roads in residential areas are avoided or adequately mitigated.

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**Goal 4** A development pattern that preserves and enhances the environmental resources of the Study Area.

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**Discussion** The General Plan Study Area is rich in the quality and diversity of its biological resources. Furthermore, the hillsides in the southeastern portion of the Study Area form an aesthetic backdrop for the community. Although the majority of the area is anticipated to ultimately be urbanized, it is important that the City seek to retain open space that is of value for its biological, recreational, visual or aesthetic characteristics.

- Policy 4.1** Enforce hillside grading standards to naturalize the effects of grading, require the preservation of unique natural features and to encourage a broad range of hillside architectural and site planning solutions.
- Policy 4.2** Consider the constraints of natural and man-made hazards in determining the location, type and intensities of new development
- Policy 4.3** Cooperate with other agencies to develop Multi-species Habitat Conservation Plans in western Riverside and northern San Diego Counties.
- Policy 4.4** Work with the utility districts to develop a trail system and enhance the natural resources along the San Diego Aqueduct, creeks, and other utility easements where feasible.

- Policy 4.5** Work with the Riverside County Flood Control District and other responsible agencies on the design of the flood control project for Murrieta Creek, Temecula Creek, Pechanga Creek, and other waterways in the City.
- Policy 4.6** Consider alternative flood control methods to reduce capital and maintenance costs and provide recreational and open space opportunities.
- Policy 4.7** Conserve the resources of Pechanga, Temecula and Murrieta Creeks through appropriate densities of development, setbacks, landscaping, and site design of surrounding projects.

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**Goal 5** A land use pattern and intensity of development that encourages alternative modes of transportation, including transit, bicycling, and walking.

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**Discussion** Future levels of traffic congestion within the community will be influenced by the land use pattern. The level of congestion can affect the convenience of walking, biking, using a shuttle or bus service, or a fixed rail system that links Temecula to other communities. The architecture, landscape design, and site planning of projects should emphasize a pedestrian orientation and convenient access between uses, to support alternative transit methods.

- Policy 5.1** Include in the Development Code and through other ordinances a package of incentives to encourage development to include:
1. Additional active parkland
  2. Development of parkland and trails
  3. Preservation of historic buildings or sites
  4. Additional open space
  5. Preservation and enhancement of natural habitat
  6. Additional public or community facilities
  7. Additional or improved public spaces or plazas for community use.
  8. Additional amenities in multifamily developments
  9. Transit facilities and/or additional right-of-way along future transit corridors.
  10. Housing that meets the needs of very low and low income households.
  11. Provision of cultural facilities.
- Policy 5.2** Require the provision of pedestrian and bicycle linkages from residential areas to open space/recreation facilities, commercial and employment centers.

- Policy 5.3** Encourage variety in the design of sidewalks and trails with respect to alignment and surface materials to provide a convenient and enjoyable experience for the users.
- Policy 5.4** Provide grade separated bike paths along major arterials where feasible. Ensure that non-grade separated bike paths are designed for safety.
- Policy 5.5** Designate Village Centers on the Land Use Plan to provide areas within the community that are urban in character, contain a mixture of compatible uses, and are designed to reduce or eliminate the need for the automobile in travelling to or within Village Centers.
- Policy 5.6** Encourage higher density residential, mixed use development, and supporting public and community facilities within Village Centers.
- Policy 5.7** Establish design guidelines, development standards, and incentive programs for uses within Village Centers.
- Policy 5.8** Develop a plan to link Village Centers by trails and potential transit systems including bus, shuttle and light rail.
- Policy 5.9** Ensure that the architecture, landscape design, and site planning within Village Centers emphasizes a pedestrian scale and safe and convenient access between uses.
- Policy 5.10** Ensure that adequate public gathering areas or plazas are incorporated within Village Centers to allow for social interaction and community activities.
- Policy 5.11** Discourage the development of strip commercial centers that increase auto-dependency.

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**Goal 6** A Plan for Old Town Temecula that enhances economic viability, preserves historic structures, addresses parking and public improvement needs, and establishes design standards to enhance and maintain the character and economic viability of Old Town.

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- Policy 6.1** Prepare a Specific Plan for Old Town, including any transition or expansion areas, to preserve and enhance the historic character, economic viability, and address community facility and service needs in the area.
- Policy 6.2** Require the preservation and reuse of historic buildings in and around the Old Town area.



- Policy 6.3** Prepare architectural design guidelines for Old Town to maintain and enhance the historic character of the area.
- Policy 6.4** Develop a plan to provide for additional parking in and around the Old Town area.
- Policy 6.5** Encourage the revitalization of Old Town through the Old Town Specific Plan.

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**Goal 7** Orderly annexation and development of unincorporated areas within Temecula's Sphere of Influence.

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**Discussion** The unincorporated area in the City's northern Sphere of Influence is largely proposed for development through specific plans. The City has an opportunity to control land use, phasing of development, project design, and infrastructure improvements by annexing these properties prior to approval by Riverside County. The intent is to ensure that future annexations are a beneficial addition to the City.

- Policy 7.1** Annex lands to the City that can be developed in accordance with the General Plan and can be adequately served by public facilities and utility services.
- Policy 7.2** Require proposed annexations to be evaluated using the City's Fiscal Impact Model and Traffic Impact Model.
- Policy 7.3** Evaluate the land use pattern and intensity/density of proposed annexations in terms of:
1. The Village Centers designations on the Land Use Plan.
  2. The linkage of open space and trails to adjacent developments.
  3. The compatibility of the annexation to adjacent uses in the City.
  4. The demonstrated need for additional housing, industrial, commercial and other uses.
- Policy 7.4** Establish effective inter-governmental project review procedures with the County and City of Murrieta for proposed development in the City's Sphere of Influence.



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**Goal 8**      **A City which is compatible and coordinated with regional land use patterns.**

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**Discussion** Temecula is a leader in the region in terms of its commercial uses, job base, and quality of residential development. The land use decisions the City makes will have direct and indirect impacts on surrounding communities (and visa versa). Through inter-governmental coordination, the City can properly address regional land use issues to achieve a coordinated regional land use pattern. The Growth Management Element contains more specific policies related to regional coordination and growth management.

- Policy 8.1**      Provide a pattern of land uses that maintain and enhance the viability of neighboring communities including the City of Murrieta, and the counties of Riverside and San Diego, through compatible uses and linkages.
- Policy 8.2**      Provide a system of open space that is coordinated with regional open space uses to comprehensively address the management and conservation resources.
- Policy 8.3**      Participate with the Airport Land Use Commission in the planning process in the preparation of the Comprehensive Land Use Plan for the French Valley Airport, to the extent feasible.
- Policy 8.4**      Continue to participate with the Western Riverside Council of Governments in the preparation of plans and programs addressing regional issues, including the Growth Management Strategy, Comprehensive Transportation Plan, Water Resources Strategy, and School Facilities Plan.

#### IV. LAND USE PLAN

The Land Use Element defines the location and general standards for future development in the Study Area. The Study Area includes the incorporated city of Temecula, its adopted Sphere of Influence and an additional Environmental Study Area. Although the City does not have land use authority over the Sphere and Environmental Study Area, the City intends to utilize the Land Use Element and other elements of the General Plan to review development and annexation proposals within these unincorporated areas.

The geographic locations of specific land uses are presented on the Land Use Plan (Figure 2-1). The Land Use Plan, in conjunction with the policies of the General Plan, are intended to reflect local and regional growth trends, provide a sufficient jobs to housing balance, provide retail and services close to housing, and provide adequate open space for recreation and the protection of important environmental and aesthetic resources. The Land Use Plan shows the arrangement of land uses at the time the City is fully matured. It does not suggest anything about the timing of development. Some projects are currently under development, others are currently being planned and are expected to be built in the next ten years. Based on current market trends, some land uses are not anticipated to be fully developed for the next 20 to 40 years. The timing of future development will impact infrastructure and services, the fiscal stability of the City, the circulation system and other aspects of the community which are considered in the policies and programs of the other General Plan elements.

The Land Use Plan provides for a range of 27,853 to 51,555 dwelling units in the City and between 20,654 and 40,217 dwelling units in the Sphere of Influence at build-out (Table 2-2). The target or probable number of dwelling units within the City and Sphere of Influence is 39,658 and 28,854, respectively. Based on a factor of 2.83 persons per household, the number of dwelling units at the target density equates to a projected population of 112,254 persons in the City and 81,655 persons in the Sphere of Influence (Table 2-3).

The Land Use Plan also provides for an anticipated 570 acres of Community Commercial uses, 520 acres of Professional Office uses, and 1,611 acres of Business Park uses within the City. Employment uses within the Sphere of Influence are primarily located around the French Valley Airport. Approximately 1,005 acres of Business Park and 337 acres of Neighborhood, Community and Highway Commercial uses are anticipated in the Sphere of Influence.

Approximately 14 percent (2,318 acres) of the City and 27 percent (2,350 acres) of the Sphere of Influence are devoted to Open Space/Recreation uses. Such uses include: parkland, golf courses, steep slopes, open space for unique and sensitive resources, hazardous fault zones, and waterways. Additional public parkland and open space is anticipated to be provided as projects are planned and approved.

Tables 2-4, 2-5 and 2-6 provide a comparison of the Land Use Plan to existing uses in the City, Sphere of Influence, and Environmental Study Area, respectively, as of Winter, 1991.

Figure 2-1 Land Use Plan





**Table 2-2  
Temecula General Plan  
Land Use Plan Statistical Summary**

Land Use Designations	CITY AREA				SPHERE of INFLUENCE				ENVIRONMENTAL STUDY AREA			
	Acreage	Dwelling Units <sup>1</sup>	Square Feet (in thousands) <sup>1</sup>	Target DUs/sq.ft. (Probable Level of Development) <sup>2</sup>	Acreage	Dwelling Units <sup>1</sup>	Square Feet (in thousands) <sup>1</sup>	Target DUs/sq.ft. (Probable Level of Development) <sup>2</sup>	Acreage	Dwelling Unit <sup>1</sup>	Square Feet (in thousands) <sup>1</sup>	Target DUs/sq.ft. (Probable Level of Development) <sup>2</sup>
<b>RESIDENTIAL<sup>3</sup></b>												
Hillside (0 - .1 DU/AC)	264	0 - 26	--	26	3,303	0 - 331	--	330	n/a	--	--	--
Very Low (.2 - .4 DU/AC)	3,407	681 - 1,363	--	1,022	2,279	456 - 912	--	683	3,552	711 - 1,421	--	1,065
Low (.5 - 2 DU/AC)	237	119 - 474	--	308	1,306	653 - 2,612	--	1,697	159	80 - 318	--	208
Low Medium (3 - 6 DU/AC)	5,140	15,420 - 30,840	--	23,130	4,075	12,225 - 24,450	--	18,338	685	2,055 - 4,110	--	3,082
Medium (7 - 12 DU/AC)	772	5,404 - 9,264	--	7,334	490	4,837 - 8,292	--	4,655	479	3,353 - 5,748	--	4,551
High (13 - 20 DU/AC)	475	6,175 - 9,500	--	7,838	191	2,483 - 3,820	--	3,151	114	1,482 - 2,280	--	1,881
<b>Subtotal</b>	<b>10,295</b>	<b>27,853 - 51,555</b>	<b>--</b>	<b>39,658</b>	<b>11,644</b>	<b>20,654 - 40,217</b>	<b>--</b>	<b>28,854</b>	<b>4,989</b>	<b>7,681 - 13,877</b>	<b>--</b>	<b>10,787</b>
<b>NON-RESIDENTIAL<sup>4</sup></b>												
Neighborhood Commercial (.20 - .40 FAR)	121	--	1,054 - 2,108	1,317	30	--	261 - 522	392	25	--	218 - 436	272
Community Commercial (.25 - 1.0 FAR)	570	--	6,207 - 24,829	7,449	190	--	2,069 - 8,276	5,173	110	--	1,197 - 4,791	2,994
Highway/Tourist (.25 - 1.0 FAR)	240	--	2,613 - 10,454	3,136	117	--	1,274 - 5,096	3,185	8	--	87 - 348	218
Service Commercial (.25 - 1.5 FAR)	69	--	751 - 4,508	901	20	--	217 - 1,306	762	n/a	--	--	--
Office (.30 - 1.0 FAR)	520	--	6,795 - 22,651	11,325	21	--	274 - 915	457	19	--	248 - 827	579
Business Park (.30 - 1.5 FAR)	1,611	--	21,052 - 105,262	28,070	1,005	--	13,133 - 65,668	39,400	149	--	1,947 - 9,735	5,841
Public/Institutional (.20 - .70 FAR)	641	--	5,584 - 19,545	8,377	512	--	4,460 - 15,611	10,036	37	--	322 - 1,128	725
Open Space/Recreation	2,318	--	NA		2,350	--	NA		560	--		
<b>Subtotal</b>	<b>6,090</b>	<b>--</b>	<b>44,056 - 189,357</b>	<b>60,575</b>	<b>4,245</b>	<b>20,654 - 40,217</b>	<b>21,688 - 97,392</b>	<b>59,405</b>	<b>908</b>	<b>7,681 - 13,877</b>	<b>4,019 - 17,265</b>	<b>10,629</b>
<b>GRAND TOTAL</b>	<b>16,385</b>				<b>15,889</b>				<b>5,897</b>			

<sup>1</sup> Range of dwelling units and square footage is the product of upper and lower threshold of density/intensity range multiplied by the number of acres.

<sup>2</sup> Target density/intensity is the probable level of development as defined in Table 2-4 of the Land Use Element.

<sup>3</sup> Dwelling units rounded down to the whole number.

<sup>4</sup> Non-residential uses, greater than .5 rounded up and less than .5 rounded down to the nearest whole number.

**Table 2-3**  
**Land Use Plan Population Estimate at Build-out**

Residential Land Use Designations	Target Density	CITY AREA			SPHERE of INFLUENCE			ENVIRONMENTAL STUDY AREA			TOTAL STUDY AREA (Population)
		Acreage	Dwelling Units	Population	Acreage	Dwelling Units	Population	Acreage	Dwelling Units	Population	
Hillside	.1	264	26	73	3,303	330	933	n/a	--	--	1,006
Very Low	.3	3,407	1,022	2,892	2,279	683	1,932	3,552	1,065	3,013	7,837
Low	1.3	237	308	872	1,306	1,697	4,802	159	208	589	6,263
Low Medium	4.5	5,140	23,130	65,480	4,075	18,338	51,897	685	3,082	8,722	126,099
Medium	9.5	772	7,334	20,755	490	4,655	13,174	479	4,551	12,879	46,800
High	16.5	575	7,838	22,182	191	3,151	8,917	114	1,881	5,323	36,422
Totals		10,295	39,658	112,254	11,644	28,854	81,655	4,989	10,787	30,526	224,435
GRAND TOTAL											224,435
Notes: 1. Factor of 2.83 persons per household utilized. This factor is less than the persons per household reported by 1990 Census, as it assumes a vacancy rate of 5 percent at build-out. 2. Target Density is the anticipated or probable density of development for the designation.											



**Table 2-4**  
**City of Temecula**  
**Land Use Comparison Between Existing Uses (Winter 1991)**  
**and General Plan Land Uses**

Land Use	Existing Conditions <sup>1</sup>	Land Use Plan <sup>2</sup>	Change in Dwelling Units	Change in Acres
<b>RESIDENTIAL<sup>3</sup></b>				
Hillside/Low Density (.1-2 du/ac)	1,356 du	1,356 du	0 du	
Low/Medium Density (2-14 du/ac)	9,912 du	30,464 du	20,552 du	
High Density (14-20 du/ac)	200 du	7,838 du	7,638 du	
<b>Total</b>	<b>11,468 du</b>	<b>39,658 du</b>	<b>28,190 du</b>	
<b>NON-RESIDENTIAL</b>				
Neighborhood Commercial	41 ac	121 ac		80 ac
Community Commercial	171 ac	570 ac		399 ac
Highway/Tourist & Service Commercial <sup>4</sup>	44 ac	309 ac		265 ac
Office	145 ac	520 ac		375 ac
Business Park/Industrial	224 ac	1,611 ac		1,387 ac
Public/Institutional	229 ac	641 ac		412 ac
Open Space/Agriculture(acres)	1,392 ac	2,318 ac		926 ac
<b>Total</b>	<b>2,246 ac</b>	<b>6,090 ac</b>		<b>3,844 ac</b>
<sup>1</sup> Acres rounded-off to the nearest whole number. <sup>2</sup> Based on probable level of development - target density/intensity. <sup>3</sup> Hillside/Low includes Hillside, Very Low and Low General Plan designations; Low/Medium refers to Low Medium and Medium General Plan designations. High Density is High General Plan designation. <sup>4</sup> Includes Highway/Tourist Commercial and Service Commercial General Plan Designations.				

**Table 2-5**  
**Sphere of Influence**  
**Land Use Comparison Between Existing Uses (Winter 1991)**  
**and General Plan Land Uses**

Land Use	Existing Conditions <sup>1</sup>	Land Use Plan	Change in Dwelling Units	Change in Acres
<b>RESIDENTIAL<sup>2</sup></b>				
Hillside/Low Density (.1-2 du/ac)	515 du	2,710 du	2,195 du	
Low/Medium Density (2-14 du/ac)	0 du	22,993 du	22,993 du	
High Density (14-20 du/ac)	0 du	3,151 du	3,151 du	
<b>Total</b>	<b>515 du</b>	<b>28,854 du</b>	<b>28,339 du</b>	
<b>NON-RESIDENTIAL</b>				
Neighborhood Commercial	0 ac	30 ac		30 ac
Community Commercial	0 ac	190 ac		90 ac
Highway/Tourist & Service Commercial <sup>3</sup>	0 ac	137 ac		137 ac
Office	0 ac	21 ac		21 ac
Business Park/Industrial	0 ac	1,005 ac		1,005 ac
Public/Institutional	205 ac	512 ac		307 ac
Open Space/Agriculture(acres)	0 ac	2,350 ac		2,350 ac
<b>Total</b>	<b>205 ac</b>	<b>4,245 ac</b>		<b>3,940 ac</b>
<sup>1</sup> Acres rounded-off to the nearest whole number. <sup>2</sup> Hillside/Low includes Hillside, Very Low and Low General Plan designations; Low/Medium refers to Low Medium and Medium General Plan designations. High Density is High General Plan designation. <sup>3</sup> Includes Highway/Tourist Commercial and Service Commercial General Plan Designations.				



**Table 2-6**  
**Environmental Study Area**  
**Land Use Comparison Between Existing Uses (Winter 1991)**  
**and General Plan Land Uses**

Land Use	Existing Conditions	Land Use Plan <sup>2</sup>	Change in Dwelling Units	Change in Acres
<b>RESIDENTIAL<sup>3</sup></b>				
Hillside/Low Density (.1-2 du/ac)	1,592 du	1,273 du	(319) du	
Low/Medium Density (2-14 du/ac)	672 du	7,633 du	6,961 du	
High Density (14-20 du/ac)	0 du	1,881 du	1,881 du	
<b>Total</b>	<b>2,264 du</b>	<b>10,787 du</b>	<b>8,523 du</b>	
<b>NON-RESIDENTIAL</b>				
Neighborhood Commercial	0 ac	9 ac		9 ac
Community Commercial	0 ac	110 ac		110 ac
Highway/Tourist & Service Commercial <sup>4</sup>	25 ac	8 ac		(17 ac)
Office	0 ac	19 ac		19 ac
Business Park/Industrial	0 ac	149 ac		149 ac
Public/Institutional	0 ac	37 ac		37 ac
Open Space/Agriculture(acres)	76 ac	260 ac		184 ac
<b>Total</b>	<b>101 ac</b>	<b>592 ac</b>		<b>491 ac</b>
<sup>1</sup> Acres rounded-off to the nearest whole number. <sup>2</sup> Based on probable level of development - target density/intensity. <sup>3</sup> Hillside/Low includes Hillside, Very Low and Low General Plan designations; Low/Medium refers to Low Medium and Medium General Plan designations. High Density is High General Plan designation. <sup>4</sup> Includes Highway/Tourist Commercial and Service Commercial General Plan Designations.				

## A. Land Use Designations

Land use designations define the amount, type and nature of development that is allowed in a given location on the Land Use Plan. While terms like "residential", "commercial", and "industrial" are generally understood, State General Plan law requires a clear and concise description of the land use designations or categories shown on the Land Use Plan. In addition, population and intensity standards must be specified in accordance with State General Plan law.

Based upon the land use designations of the General Plan, specific zoning districts will be established in the Development Code. There may be one or more zoning districts for each land use designation. The Development Code will contain the detailed regulations and requirements for permitted uses and development standards to implement the goals and policies of the Land Use Element.

## 1. Residential Designations

Each of the residential use categories includes a range of allowable densities. The maximum density defines the maximum number of units per net acre at which development can occur within a given area. Net acre is defined as the gross project or lot area, less that portion of the site to be used for the following: arterial, major, secondary and collector roads; and the floodway portion of a flood plain. Determination of precise density, development location, and lot coverage on any residential property is a function of:

- Opportunities and constraints presented by natural, cultural or scenic features;
- Policies and implementation programs of the General Plan intended to maximize public safety; achieve high quality site planning and design; provide sufficient levels of public service; retain significant natural resources; ensure compatibility between uses; and encourage development of Village Centers.
- Building and development standards contained in the Development Code, public works standards, and other regulations and ordinances.

Future residential development is expected to occur at the target level of density stated in Table 2-7 for each residential designation. Development at a density between the target and maximum level may only occur for the Hillside, Very Low, Low and Low Medium designations, at the discretion of the Planning Commission/City Council in exchange for special public benefits (as identified in Policy 5.1). The amenities or public benefits provided are intended to satisfy a need over and above the minimum requirements of the General Plan and other city policies and regulations. It is assumed that some residential development will occur below the target level of density and some development will occur above the target level based on the provision of public amenities or benefits. For purposes of analyzing the impacts of the General Plan, the target level of density for the above identified designations is assumed. A target level of density is not established for the Medium and High designations so as not to preclude or discourage the development of affordable housing. However, for purposes of analyzing the impacts of the General Plan, a probable level of development within the Medium and High designations is assumed.



**Table 2-7  
Development Intensity/Density Standards**

<b>Land Use Designation</b>	<b>Range of Development Intensity/Density<sup>1</sup></b>	<b>Target Intensity/Density<sup>2</sup></b>
<b>RESIDENTIAL</b>	<b>DWELLING UNITS/ACRE</b>	<b>DWELLING UNITS/ACRE</b>
Hillside	0 - .1 DU/AC MAX	.1
Very Low	.2 - .4 DU/AC MAX	.3
Low	.5 - 2 DU/AC MAX	1.3
Low Medium	3 - 6 DU/AC MAX	4.5
Medium	7 - 12 DU/AC MAX	9.5
High	13 - 20 DU/AC MAX	16.5
<b>NON-RESIDENTIAL</b>	<b>FLOOR AREA RATIO</b>	<b>FLOOR AREA RATIO</b>
Neighborhood Commercial	.20 - .40 FAR	.25
Community Commercial	.25 - 1.0 FAR	.30
Highway/Tourist Commercial	.25 - 1.0 FAR	.30
Service Commercial	.25 - 1.5 FAR	.30
Office	.30 - 1.0 FAR	.50
Business Park	.30 - 1.5 FAR	.40
Public/Institutional	.20 - .70 FAR	.30

<sup>1</sup> Range of allowable level of development on individual parcels of land.  
<sup>2</sup> Assumed overall level of development City-wide. Since the development which has occurred to date has not reached the maximum allowed level of density or intensity, future development is expected to be less than the maximum on a City-wide basis. Therefore, a "target" level of density/intensity is used in projecting future development. The target intensity/density establishes a ceiling within the range which cannot be exceeded without Planning Commission/City Council approval. The target density/intensity does not apply to the Medium and High density residential designations.

Residential uses are intended to be the principal and dominant use within each of the residential designations. Other uses such as public facilities/utilities, churches, schools, agriculture, community care and family day care facilities (as defined in the California Health and Safety Code), which are determined to be compatible with residential areas may also be allowed in accordance with the Development Code.

The Land Use Plan provides for six residential designations as defined below.

**a. Hillside Residential (0 - .1 Dwelling Unit per Acre Maximum)**

The Hillside Residential category is intended to provide for the development of very low density housing in areas that are best suited for open space or have severe constraints for development, such as steep hillsides with slopes over twenty-five percent, limited access and public services, fire hazards and other environmental concerns. The typical lot size for the Hillside Residential designation is 10 acres with one dwelling unit permitted per lot, however, clustering of development may be appropriate to minimize grading requirements and impacts to environmentally sensitive areas.



**b. Very Low/Rural Density Residential (.2 - .4 Dwelling Units per Acre Maximum)**

The Very Low Density designation is intended to provide for the development of single family detached homes on large lots with a rural ranchette character of development. This designation is also consistent with large lot residences that keep horses and other animals, or utilize a portion of the land for agricultural production. Typical lot sizes are 2.5 acres, however, clustering of development may be appropriate to minimize grading requirements and impacts to environmentally sensitive areas.

**c. Low Density Residential (.5 - 2 Dwelling Units per Acre Maximum)**

The Low Density designation is intended to provide for the development of single family detached homes on larger lots with a custom character of development. Typical lots size may be .5 to 2.0 acres, however, clustering of development may be appropriate to minimize grading requirements and impacts to environmentally sensitive areas.

**d. Low Medium Density Residential (3 - 6 Dwelling Units per Acre Maximum)**

The Low Medium Density designation is intended to provide for typical single-family neighborhoods. The range of housing types includes single family detached, single family zero lot line, patio homes and duplexes. Congregate care facilities could be approved as a conditional use in accordance with the provisions of the Development Code.

**e. Medium Density Residential (7 - 12 Dwelling Units per Acre Maximum)**

The Medium Density Residential designation is intended to provide for the development of attached and detached residential development. Typical housing types may include single family zero lot line, patio homes, duplexes, townhouses, and multi-family garden apartments. Congregate care facilities could be approved as a conditional use in accordance with the provisions of the Development Code.

**f. Higher Density Residential (13 - 20 Dwelling Units per Acre Maximum)**

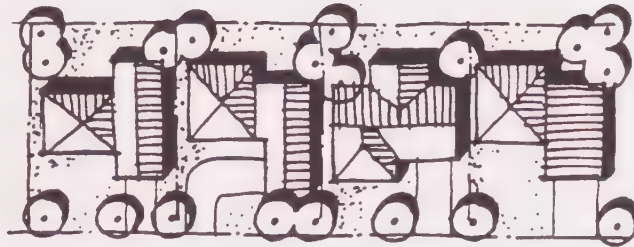
The High Density designation is intended to provide for the development of attached residential developments. Typical housing types include multi-family or garden apartments. Congregate care facilities could be approved as a conditional use in accordance with the provisions of the Development Code. Increases in the density for congregate care may be allowed under special provisions of the Development Code.

These residential designations allow for a wide range of housing types as illustrated below in Figure 2-2. The housing types that may be built within each General Plan residential designation is shown in Table 2-8.

Figure 2-2 Description of Housing Types

**Single Family Detached**

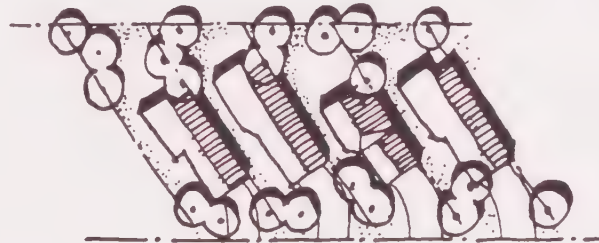
- One house per lot
- Each house individually owned
- Conventional Building Setbacks from Front, Rear and Side Property Lines
- Typical Density up to 6 dwelling units per acre



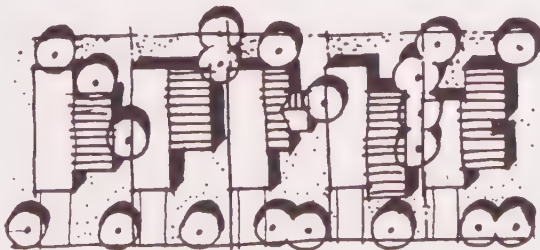
Typical Single Family Detached

*Single-Family Detached***Single Family Detached - Zero Lot Line**

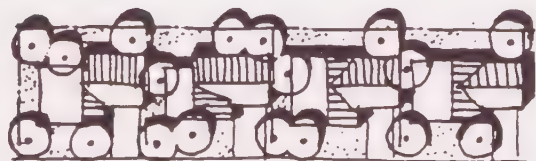
- One house (unit) per lot
- Each House and Lot individually owned
- Zero Setback on one side of all lots, leaving a yard on three sides of house
- Permits more usable sideyard, smaller lots and units, and thus greater overall unit density
- Typical Densities range from 6 to 8 dwelling units per acre
- Has greatest flexibility on lot configuration



Angled Zero Lot Line



Narrow Zero Lot Line Single Family Detached



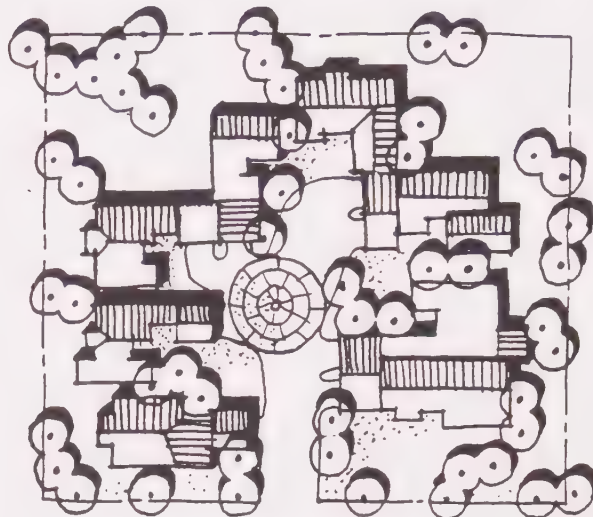
Wide &amp; Shallow Single Family Detached

*Single-Family—Zero Lot Line*

Figure 2-2 Description of Housing Types (Continued)

**Single Family - Patio Homes**

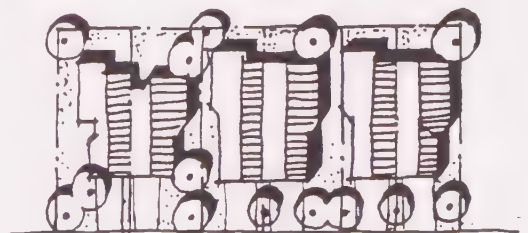
- One house per lot
- Each house individually owned
- Flexible building setbacks, building orientation and lot sizes
- Emphasis on creating gardens and patios through the use of fences and screens
- Sometimes a development includes common open spaces owned by all residents under a home owners association.
- Typical Densities range from 5 to 8 dwelling units per acre



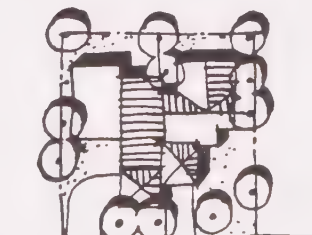
Patio Home Cluster

*Single-Family Patio***Duplex**

- One unit per lot
- Single Ownership of unit and lot
- Separate rear and side yard for each unit
- A Common Wall between units
- Typical Densities may range from 6 to 10 dwelling units per acre
- If Duplex lots are wide enough, swing in garages in combination with straight-in garages are encouraged to vary the street scene.



Duplex



Duplex with swing-in garage

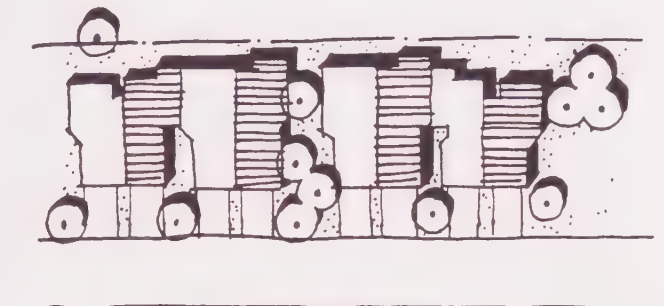
*Duplex*



Figure 2-2 Description of Housing Types (Continued)

**Attached Single Family - Townhouse**

- A housing style with each unit having two stories and usually attached with other units by common walls
- Each unit and lot may be individually owned
- Usually includes common open spaces owned by a Home Owners Association
- Typical Densities may range from 8 to 12 dwelling units per acre

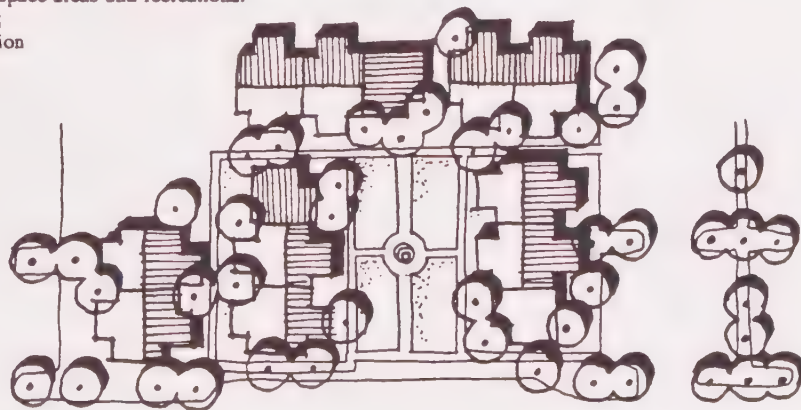


Townhome

Townhouse

**Multiple Family (Garden Units)**

- Units grouped within buildings which are usually two to four stories in height
- Each unit usually occupies one floor, therefore separate units are available on each level of the building
- There is usually single ownership of all the units and land, unless a condominium form of ownership is established.
- Typical Densities may range from 12 to 20 dwelling units per acre
- Common areas which may include open space areas and recreational facilities are landscaped and maintained by the overall property owners association



Garden Apartments

Multiple-Family/Garden Apartment

**Figure 2-2 Description of Housing Types (Continued)****Mobile Homes**

- Manufactured or factory assembled structure without a permanent foundation designed to be transported on its own wheels to be used as a complete dwelling unit.
- Mobile homes are usually located in parks or subdivisions with densities ranging from 5 to 10 dwelling units per acre
- Designated individual lots for each Mobile Home (lots either leased or sold)
- Spacing standards to assure privacy and private open space areas
- Design controls to assure the visual attractiveness of the area including considerations for add-ons, canopies, trash collection, water and sewer connections, effective drainage.
- Tie downs are normally required for public safety. Mobile homes are not permitted in flood prone areas.
- Mobile home parks usually have common open space/recreation area and private streets with maintenance provided by a management company or a lot owners association

**Mobile Home Lot****Angled Mobile Home Lot***Mobile Home*

**Table 2-8**  
**General Plan Residential Densities/Housing Type Correlation**

Housing Type	Hillside .1 DU/AC max.	Very Low .4 DU/AC max.	Low 2 DU/AC max.	Low-Med. 6 DU/AC max.	Medium 12 DU/AC max.	High 20 DU/AC max.
Single-Family Detached	•	•	•	•		
Single-Family Zero Lot Line				•	•	
Single-Family Patio				•	•	
Duplex				•	•	
Townhouse				•	•	•
Multiple-Family/ Garden Apartment					•	•
Mobile Home				•	•	

## 2. Non-Residential Designations

Each of the non-residential land use designations indicates a range in which the intensity of development can occur. The building intensity is measured according to a "floor area ratio" (FAR). An FAR is the ratio of total gross floor area of a building to the total lot area. Floor area does not include area within parking structures. An FAR describes the intensity of the use on a site and not the building height or site coverage. Figure 2-3 illustrates the variation in height and site coverage that can be achieved with the same FAR applied to a site. The building intensity or FAR shall be calculated based on the gross project or lot area, less that portion of the site to be used for arterial or collector roads.

Future non-residential development is expected to occur at the target FAR stated in Table 2-7 for each designation. Development at an intensity between the target and maximum level may only occur at the discretion of Planning Commission/City Council in exchange for special public benefits (as identified in Policy 5.1) which satisfy a need over and above the minimum requirements of the General Plan and other city policies and regulations. It is assumed that some non-residential development will occur below the target level based on physical, infrastructure or other constraints. Some non-residential development will most likely occur above the target FAR, particularly in Village Centers, based on the provision of public amenities or benefits. For purposes of analyzing the impacts of the General Plan, the target FAR is assumed.

### a. Neighborhood Commercial (Floor Area Ratio of .25 to .4)

The Neighborhood Commercial designation includes smaller-scale business activities which generally provide retail or convenience services for the local residents in the surrounding neighborhood. Typical uses include: traditional small scale food markets (usually less than 30,000 square feet), drug stores, clothing stores, sporting goods, offices, hardware stores, child care centers, other retail and personal service uses, and community facilities. Neighborhood commercial centers usually are developed on less than ten acres of land and range between 25,000 and 75,000 square feet. Projects should be compatible in design and scale with adjacent residential areas, and should be designed to encourage pedestrian usage.

### b. Community Commercial (Floor Area Ratio of .25 to 1.0)

The Community Commercial designation includes retail, professional office, and service-oriented business activities which serve the entire community. Community commercial areas typically include: neighborhood commercial uses as well as larger retail uses including supermarkets, department stores, theaters, restaurants, professional and medical offices, and specialty retail stores. Community Commercial uses usually comprise from 10 to 50 acres of land, and include in excess of 100,000 square feet.



## 2. Non-Residential Designations

Each of the non-residential land use designations indicates a range in which the intensity of development can occur. The building intensity is measured according a "floor area ratio" (FAR). An FAR is the ratio of total gross floor area of a building to the total lot area. Floor area does not include area within parking structures. An FAR describes the intensity of the use on a site and not the building height or site coverage. Figure 2-3 illustrates the variation in height and site coverage that can be achieved with the same FAR applied to a site. The building intensity or FAR shall be calculated based on the gross project or lot area, less that portion of the site to be used for arterial or collector roads.

Future non-residential development is expected to occur at the target FAR stated in Table 2-7 for each designation. Development at an intensity between the target and maximum level may only occur at the discretion of Planning Commission/City Council in exchange for special public benefits (as identified in Policy 5.1) which satisfy a need over and above the minimum requirements of the General Plan and other city policies and regulations. It is assumed that some non-residential development will occur below the target level based on physical, infrastructure or other constraints. Some non-residential development will most likely occur above the target FAR, particularly in Village Centers, based on the provision of public amenities or benefits. For purposes of analyzing the impacts of the General Plan, the target FAR is assumed.

### a. Neighborhood Commercial (Floor Area Ratio of .25 to .4)

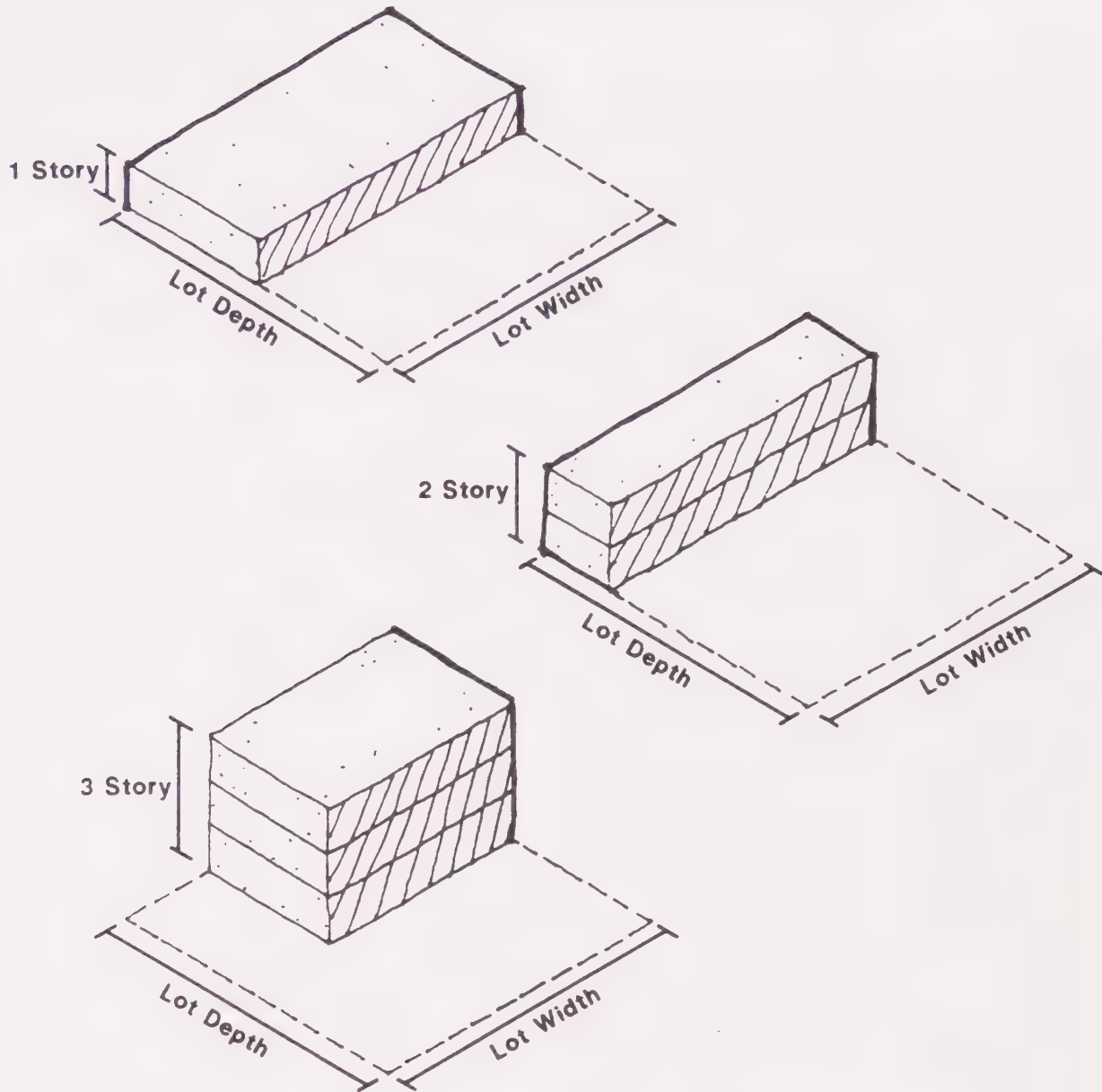
The Neighborhood Commercial designation includes smaller-scale business activities which generally provide retail or convenience services for the local residents in the surrounding neighborhood. Typical uses include: traditional small scale food markets (usually less than 30,000 square feet), drug stores, clothing stores, sporting goods, offices, hardware stores, child care centers, other retail and personal service uses, and community facilities. Neighborhood commercial centers usually are developed on less than ten acres of land and range between 25,000 and 75,000 square feet. Projects should be compatible in design and scale with adjacent residential areas, and should be designed to encourage pedestrian usage.

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# ILLUSTRATIVE EXAMPLE OF A FLOOR AREA RATIO CALCULATION



$$\text{Floor Area Ratio (FAR)} = \frac{\text{Gross Building Area (All Floors)}}{\text{Lot Area}}$$

A maximum FAR of .50:1 would permit the maximum allowable floor area of a building on a one-acre lot would be 21,780 square feet (21,780 sq. ft. divided by 43,560 sq. ft. equals .50).



**c. Highway/Tourist Commercial (Floor Area Ratio of .25 to 1.0)**

The Highway/Tourist Commercial designation is intended to provide for those uses that are located adjacent to major transportation routes and may be oriented to the needs of tourists and recreation enthusiasts. Highway/Tourist Commercial development should be located at appropriate locations, and developed as clusters of commercial development rather than as shallow commercial frontage along major streets. Typical uses may include: tourist accommodations and lodging facilities, automobile service stations, restaurants, convenience stores, gift shops, and entertainment centers. The facilities should be well-landscaped and provide an attractive visual image.

**d. Service Commercial (Floor Area Ratio of .5 to 1.5)**

The Service Commercial designation is intended to provide for commercial uses that typically require extensive floor area. Typical uses include: home improvement stores, discount retail stores, furniture stores, and auto dealerships and light automotive service. Warehousing and manufacturing may be incidental uses within a business that is consistent with the Service Commercial designation.

**e. Business Park (Floor Area Ratio of .4 to 1.5)**

It is the intent of the Business Park designation to develop well designed business and employment centers that offer attractive and distinctive architectural design, innovative site planning, and substantial landscaping and visual quality. Typical uses may include: professional offices, research and development, laboratories, light manufacturing, storage, industrial supply, and wholesale businesses. The development of mixed-use projects including compatible/complementary mixtures of office, support commercial, residential, and services, is allowed through the Planned Development Overlay process of the Development Code.

**f. Professional Office (Floor Area Ratio of .3 to 1.0)**

The Professional Office designation includes primarily single or multi-tenant offices and may include: supporting uses. Office developments are intended to include low rise offices situated in a landscaped garden arrangement and may include mid-rise structures at appropriate locations. Typical uses include legal, design, engineering or medical offices, corporate and governmental offices, and community facilities. Supporting convenience retail and personal service commercial uses may be permitted to serve the needs of the on-site employees. The development of mixed-use projects including compatible/complementary mixtures of office, support commercial, residential, and services, is allowed through the Planned Development Overlay process of the Development Code.

**g. Open Space/Recreation (Floor Area Ratio of .01 to .1)**

The Open Space/Recreation designation includes both public and private areas of permanent open space for such uses as parks, golf courses recreation facilities, natural open space, recreation trails, greenbelts, lakes, utility easements, active fault zones, and undevelopable portions of floodplains along waterways. This designation is intended to include: lands acquired by easement, fee and other methods sanctioned by state and federal law for parkland, for preservation of biological and cultural resources, and for protecting public safety from flood, seismic and other hazards. Only accessory buildings or those structures related to parks and recreation facilities are intended for open space lands. This designation may also accommodate certain commercial outdoor recreation uses as a conditional use in accordance with the Development Code.

**h. Public and Institutional Facilities (Floor Area Ratio of .4 to .7)**

The public and institutional facilities designation is intended for a wide range of public and private uses including: schools, transportation facilities, government offices, public utilities, libraries, museums, public art galleries, hospitals, and cultural facilities. To the extent possible, public and institutional facilities should be clustered in activity centers to reinforce other uses and benefit from access to alternative modes of transportation.

The public/institutional uses designated on the Land Use Plan are either existing facilities or planned uses based on the best available information. Additional public and institutional uses, including churches and day care facilities, may be developed in the residential or non-residential land use designations under the procedures established in the Development Code.

**B. Village Center Overlay - Conceptual Boundaries**

A primary concept of the General Plan is to promote the development of special Village Centers, with an urban character, at key locations in the City. These centers will help to provide a sense of place and focal points for community activity. The location of the Village Centers are shown on a separate map which is an overlay to the Land Use Plan (Figure 2-4). The overlay defines the conceptual boundaries of future Village Centers. This map is not intended to preclude the creation of other Village Centers within the Study Area, should they be deemed appropriate by the City. The Village Centers are intended to contain a concentration and mixture of compatible uses including: retail, office, public facilities, recreation uses and housing, designed to encourage non-automotive modes of transportation. In addition, each Village Center should have design guidelines and development standards to ensure a cohesiveness in development. Several Village Centers are designated within proposed specific plans





# VILLAGE CENTER OVERLAY



Village Centers  
(Boundaries are Conceptual)



The City of  
**TEMECULA**  
General Plan Program



THE  
PLANNING  
CENTER

FIGURE 2-4

that will ensure the properties are planned and developed in a comprehensive and coordinated manner. Development densities and intensities for the Village Center Areas are intended to be consistent with those permitted in the underlying designations on the Land Use Plan (not including any density or intensity bonuses granted in accordance with the provisions of the General Plan and Development Code).

### **C. Specific Plan Area Overlay**

The Specific Plan Area designation is intended for those portions of the community which because of size, location, and special development opportunities require a coordinated, comprehensive planning approach. In areas identified as Specific Plan Overlay (Figure 2-5), with an aggregate area of 100 or more acres, approval of a specific plan is required prior to approval of any discretionary land use entitlement or issuance of any building or grading permit.

These areas include Specific Plans that were previously approved through the County jurisdiction. The location of the Specific Plan designation is shown on a separate map that is an overlay to the Land Use Plan (Figure 2-5). Specific plans shall be prepared in accordance with the requirements of Section 65451 of the California Government Code and the City's Development Code which contains some additional requirements tailored to the City's needs and conditions. The purpose of specific plans is to provide comprehensive planning of large areas consistent with the General Plan. Specific plans will result in mutually beneficial and creative planning solutions for both property owners and the City. Designated specific plan areas will require detailed plans indicating land uses, circulation, major infrastructure and facilities, open space and parks, and appropriate implementation measures. All specific plans will be evaluated with respect to consistency with the goals, policies, plans and programs of the General Plan.

#### **1. Approved Specific Plan Areas**

A total of eleven (11) specific plans have been approved within the General Plan Study Area as of March, 1992. These are shown in Table 2-1. The specific plan documents are available for reference at the City Planning Department. The approved land uses for each of the approved specific plan areas are shown on the General Plan Land Use Plan.

#### **2. Future Specific Plan Areas**

The Land Use Plan provides a guideline for future Specific Plan Areas in terms of the land use and circulation pattern. The Land Use Plan defines the maximum density and intensity of development, based on the desired mix of uses within the Specific Plan Area. It is expected that future proposals for these Specific Plan Areas include a land use plan that is consistent with the goals and policies of the General Plan. The Development Code contains requirements for the content and processing procedure of specific plans. Table 2-9 provides additional direction concerning the proposed Specific Plan Areas.



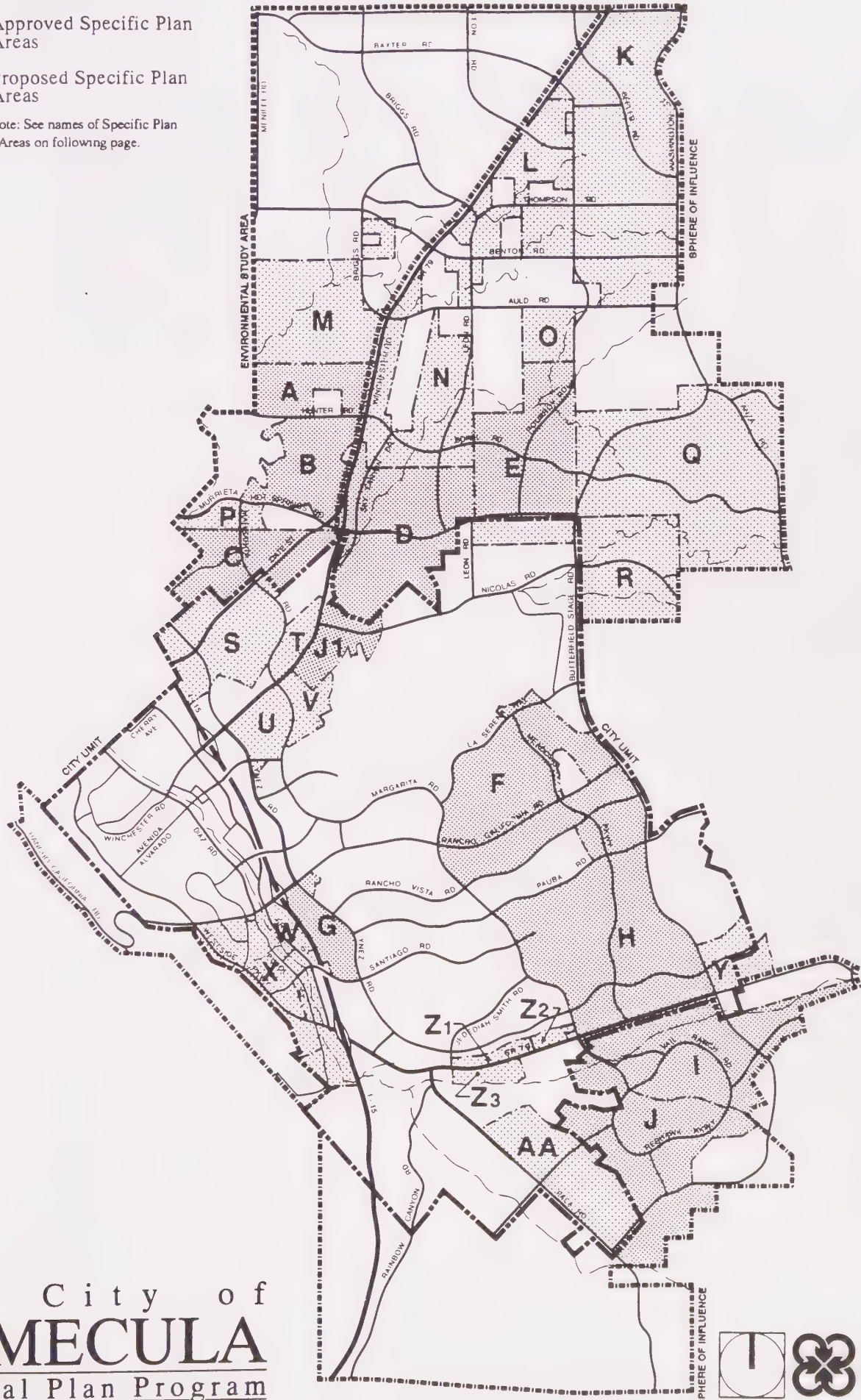
**A-J**

Approved Specific Plan Areas

**K-AA**

Proposed Specific Plan Areas

Note: See names of Specific Plan Areas on following page.



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FIGURE 2-5



Legend for Specific Plan Overlay  
Figure 2-5 (Continued)

APPROVED SPECIFIC PLAN AREAS	LOCATION
A. Winchester Mesa	Environmental Study Area
B. Rancho Spa and Country Club	Environmental Study Area
C. Warm Springs	Environmental Study Area
D. Silverhawk	Sphere of Influence
E. Mountain View	Sphere of Influence
F. Margarita Village	City of Temecula
G. Rancho Highlands	City of Temecula
H. Paloma del Sol	City of Temecula
I. Vail Ranch	Sphere of Influence
J. Redhawk	Sphere of Influence
J.1. Roripaugh Hills	City of Temecula
FUTURE SPECIFIC PLAN AREAS <sup>1</sup>	LOCATION
K. Winchester 1800	Sphere of Influence
L. Quinta Do Lago	Sphere of Influence
M. Murrieta Springs #1	Sphere of Influence
N. Borel Airpark	Sphere of Influence
O. Crown Valley Village	Sphere of Influence
P. Hot Springs Village	Environmental Study Area
Q. Johnson Ranch	Sphere of Influence
R. Roripaugh 800	Sphere of Influence/ City of Temecula
S. Winchester Hills	City of Temecula
T. Winchester Meadows Business Park	City of Temecula
U. Temecula Regional Center	City of Temecula
V. Campos Verdes	City of Temecula
W. Old Town	City of Temecula
X. Unnamed Specific Plan	City of Temecula
Y. Unnamed Specific Plan	City of Temecula
Z <sub>1</sub> , Z <sub>2</sub> , Z <sub>3</sub> . Unnamed Specific Plan	City of Temecula
AA. Murdy Ranch	City of Temecula

<sup>1</sup> The names of the Future Specific Plan Areas are subject to change.

**Table 2-9  
Direction for Future Specific Plan Areas**

Proposed Specific Plan	Location	Key Objectives	Anticipated Land Uses	Approximate Acreage
<b>CITY of TEMECULA</b>				
Murdy Ranch	Southeast corner of City, along Pala Road	To provide a balance of uses with commercial and public uses serving the surrounding area; intended to be a Village Center in the southeast portion of the City; fault hazard zone to remain as open space with linkages to surrounding projects.	Low Medium, Medium and High Density Residential, Community Commercial, Open Space/Recreation, Public/Institutional.	557.0
Old Town	East of Rancho California Road, bordering Front Street and Pujol Street	To preserve historic character; enhance economic vitality; improve public facilities and services, particularly circulation, parking and drainage; and to encourage infill development.	Highway/Tourist Commercial, Community Commercial, Low Density, Medium, and High Density Residential, Open Space/Recreation, Public/Institutional.	331.7
Temecula Regional Center	Northeast corner of Ynez Road and Winchester Road	To develop a Village Center with mixed uses, pedestrian oriented design, and linkages to surrounding projects; intended to be a community focal point with high quality site and building design; incorporation of transit facilities.	Community Commercial, Office, Public/Institutional.	201.3
Winchester Hills	West of Winchester Road, bordering City limits	To provide a mix of land uses with higher density residential close to commercial and employment uses; to provide open space linkages between residential, public and commercial uses.	Low Medium, Medium and High Density Residential, Neighborhood Commercial, Business Park, Open Space/Recreation, Public/Institutional.	569.5
Winchester Meadows	North of Santa Margarita Road, east of Winchester Road	To provide for a range in size of Business Park uses, developed compatibly with nearby residential; incorporation of ample greenbelts/ walkways to adjacent projects.	Business Park with some supporting internal commercial uses.	119.6
Campos Verdes	North of Santa Margarita Road, west of Winchester Road	To provide for higher density residential uses near the Village Center at Ynez Road and Winchester Road; incorporation of convenient trails/ walkways to the Village Center; design to accommodate bus shelters and other appropriate transit facilities; land use densities and design to provide a transition or buffer from adjacent Very Low and Low Medium density residential; grading to be sensitive to natural landforms.	Medium and High Density Residential, Open Space/Recreation.	132.9
Specific Plan Area X	South of Old Town, adjacent to City limits	To provide complementary land uses to Old Town that increase the vitality of the area; to increase the range of housing opportunities west of I-15; and to encourage sensitive site and building design given the topography of the area.	Medium and High Density Residential, Office and Open Space/Recreation.	204.0
Specific Plan Area Z <sub>1</sub> , Z <sub>2</sub> , Z <sub>3</sub>	Along Highway 79 South, between Jedediah Smith Road and Margarita Road	To achieve a comprehensively planned mixed-use development with compatible/complementary mixtures of office, support commercial, residential, and services. The project shall be limited in height to one or two stories and designed to be compatible with existing ranch style residential. The project should take advantage of the unique opportunity to incorporate open space resources into the design, scale, orientation of the development. The City recognizes that given the site configuration and location that certain commercial recreation uses may be desirable including, but not limited to, bowling alleys, driving ranges, and health clubs.	Mixed-Use including Office, Support Commercial, Residential, and Services; Open Space/Recreation.	Z <sub>1</sub> 55.0 Z <sub>2</sub> 35.0 Z <sub>3</sub> 35.0



Table 2-9 (Continued)  
Direction for Future Specific Plan Areas

Proposed Specific Plan	Location	Key Objectives	Anticipated Land Uses	Approximate Acreage
<b>CITY of TEMECULA</b>				
Specific Plan Area Y	Northeast corner of Butterfield Stage Road and 79 South	To provide a mixture of residential uses and housing types surrounding an activity center of neighborhood commercial uses; convenient walkways/trails to be provided linking residential to commercial.	Low Medium, Medium and High Density Residential, Neighborhood Commercial.	207.8
<b>SPHERE of INFLUENCE</b>				
Roripaugh (a small portion is within the City)	Adjacent to the northeast corner of the City	To develop a master planned residential community that provides a variety of housing types suited to the terrain and shall not exceed an average of three dwelling units per acre; grading that is sensitive to natural landforms; and development that protects sensitive natural resources of the area.	Hillside, Low Density and Medium Density Residential, Open Space/Recreation, and Neighborhood Commercial to support the area if economically viable.	802.0
Johnson Ranch	Adjacent to and north of Roripaugh	To achieve a balanced land use plan that provides commercial, recreation and public services to support residential uses, to contain a Resort Village core area that provides a concentrated mix of uses that are pedestrian-oriented and linked by trails to residential areas; a variety of housing types suited to the terrain; and protection of sensitive natural resources.	Hillside, Very Low, Low, Low Medium, and Medium Density Residential, Open Space/Recreation, Neighborhood Commercial, Public/Institutional.	1,765.0
Mountain View	Adjacent to and north of City limits	To provide a residential planned community that protects the natural resources of Skunk Hollow and hillside areas; provides a range of residential densities connected to a contiguous open space system; linkages to adjacent open space area; and provision of a supporting commercial node.	Very Low, Low, Low-Medium, and Medium and High Density Residential, Neighborhood Commercial, Public/Institutional.	798.0
Crown Valley Village	North of Mountain View Specific Plan Area	To provide buffering for adjacent rural land uses, trails to recreation facilities on site and adjacent open space areas; quality housing design.	Low, Low Medium and High Density Residential, Public/Institutional, Open Space/Recreation.	166.0
Winchester 1800	Northern portion of Sphere of Influence	To provide a well-planned residential community with supporting commercial uses, recreation and public facilities; neighborhoods to be linked to schools, recreation and commercial uses by a trail system; provision of a range of housing types; and development sensitive to adjacent rural residential and Lake Skinner Recreation Area.	Very Low, Low, Low Medium, Medium and High Density Residential, Open Space/Recreation, Neighborhood and Community Commercial, Public/Institutional.	1,910.1
Quinta Do Lago	Adjacent to Winchester 1800, bordering Winchester Road.	To provide a balanced community that complements adjacent Specific Plan Areas; a range of residential densities with higher densities adjacent to commercial areas; provision of transit facilities as appropriate along Winchester Road; open space/trail linkages from residential to commercial, employment and recreational uses; limited to no strip commercial development along Winchester Road; parkland and recreation facilities designed to serve the community.	Low, Low Medium, Medium and High Density Residential, Service Commercial, Highway/Tourist Commercial, Community Commercial, Open Space/Recreation, Public/Institutional, Office.	470.1



Table 2-9 (Continued) Direction for Future Specific Plan Areas				
Proposed Specific Plan	Location	Key Objectives	Anticipated Land Uses	Approximate Acreage
<b>S P H E R E o f I N F L U E N C E</b>				
Borel Airpark	Surrounding French Valley Airport, adjacent to Winchester Road	To provide for a range of industrial, manufacturing and warehousing activities; to attract uses that are complementary/related to the airport; development of a commercial node to serve business and adjacent residential rather than strip commercial along Winchester Road; trails/walkways linking businesses to the open space system and recreation amenities; potential development of commercial recreation/entertainment center to serve surrounding communities; and quality site and building design.	Business Park, Community Commercial, Open Space/Recreation.	841.8
NOTES: 1 Names of Specific Plan Areas are anticipated to change. See Figure 2-5 for location of proposed Specific Plan Areas. 2 Although Mountain View is an approved project, amendments to land use and other aspects of the Specific Plan are anticipated.				

## D. Special Study Overlay

The Special Study Overlay designation is intended for those areas in the community that require a comprehensive, detailed evaluation of development opportunities and constraints. The City of Temecula will lead the preparation of a special study for the Nicolas Valley area as shown on Figure 2-6. The land use designations identified on the Land Use Plan are based on existing lot patterns, access constraints, lack of infrastructure, topography, and other considerations. The purpose of the special study is to recommend any changes to General Plan land uses based on a detailed evaluation of the following:

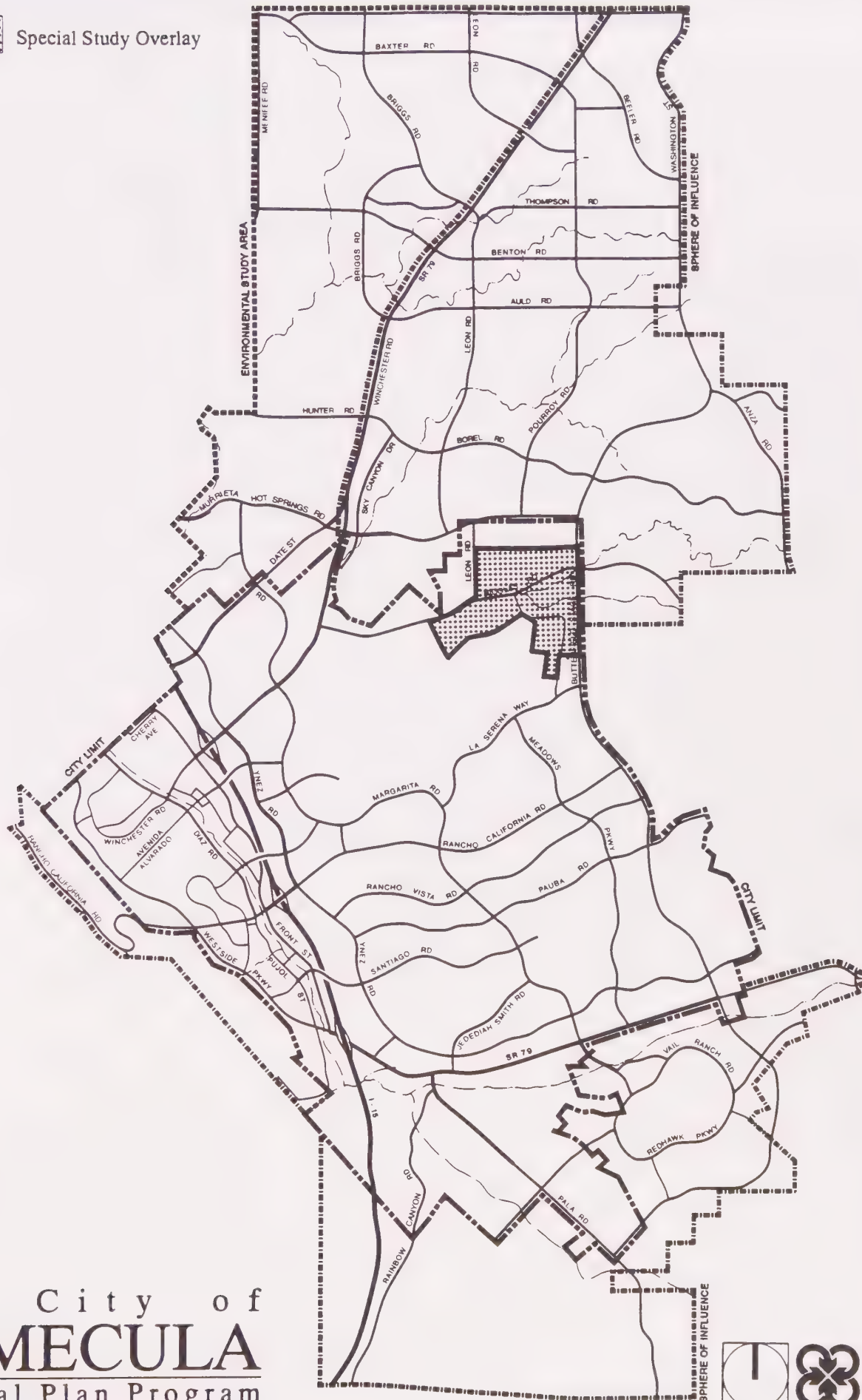
- the provision of flood control, sewer, water and other services;
- impacts on surrounding development in terms of traffic, light, noise, and other impacts;
- methods to provide a transition between rural and suburban/urban development;
- topography and related visual impacts of development;
- existing lot patterns;
- traffic circulation and impacts on level of service;
- vegetation and wildlife resources; and
- the provision of recreation trails and open space linkages.

The special study(s) should also identify a strategy for financing and phasing of infrastructure and other public improvements. Future development must be consistent with the adopted recommendations of the special study. Should development be proposed prior to completion of the study, the land use should be consistent with the existing General Plan designation.

If the Special Study includes recommendations that necessitate an amendment to the General Plan, the cost of the amendment shall be borne by the City of Temecula.



Special Study Overlay



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FIGURE 2-6



## V. IMPLEMENTATION PROGRAMS

### A. Zoning

Zoning is the primary instrument for implementing the General Plan. Temecula's General Plan is a 20-year plan, while zoning codes and the Zoning Map respond to shorter-term needs and conditions. Each of the residential, commercial, business park, and other land use designations will be detailed by land use zones which will specify permitted uses, conditional uses, and development standards for each zone. Zoning maps and regulations must be consistent with the land uses, policies and implementation programs of the General Plan.

The City's Development Code (which contains zoning and other ordinances) should also contain a Planned Unit Development (PUD) district. This district is intended to be a floating zone that is not given a specific location on the zoning map until a property owner or developer applies for the designation. PUD's are usually characterized by comprehensive planning of site development, clustering of structures, and a mixture of housing types and land uses. Density may be transferred within a PUD area provided it conforms to the goals and policies of the Land Use Element. Density bonuses and other incentives may also be granted in accordance with the provisions of the Land Use Element.

### B. Prezoning/Annexation

The City shall adopt procedures governing the prezoning of areas within Temecula's Sphere of Influence to be annexed to the City. These procedures shall be included in the Development Code. Criteria for prezoning shall consider existing land uses, if any, on the site to be annexed; existing County zoning on the site and surrounding area; existing circulation patterns; and environmental conditions on the site and surrounding area. Although prezoning has no regulatory effect until the property is annexed, it is a measure to encourage annexations and to logically plan land use and development activities. Prezoning is subject to the same requirements applicable to zoning in the City including the requirement for consistency with the General Plan.

### **C. Specific Plans**

The City shall incorporate procedures, requirements and contents of specific plans into Temecula's Development Code. Properties under single ownership or multiple ownership which are generally over 100 acres will utilize the specific plan as an implementation tool. Private landowners or the City may undertake the preparation or amendment to a specific plan, in accordance with Government Code Section 65450. A specific plan is regulatory in effect and replaces the prescribed zoning for the specific plan area. Specific plans shall include the location of land uses; standards to regulate height, bulk and setback limits; standards for constructing proposed streets; standards for population density and building intensity; standards for conservation and management of natural resources; and implementation provisions to carry out the Open Space/Conservation Element. Should the City elect to prepare a specific plan, the costs of developing the plan can be assessed to those builders and developers who will benefit from the plan.

### **D. Development Agreements**

Development agreements are authorized by State law to enable a city to enter into a binding contract with a developer to assure the type, character, quality of development, and the public benefits to be provided. A development agreement assures the developer that regardless of changes in development standards or regulations overtime, permits will be issued based on the regulations in place when the project was approved. The Development Agreement may be used by the City for the implementation of specific plans. The Development Agreement may also contain conditions on the phasing of development, grading, and infrastructure improvements; and provisions relating to public benefits over and above what is required by the General Plan, Development Code and other ordinances by the City.

### **E. Redevelopment**

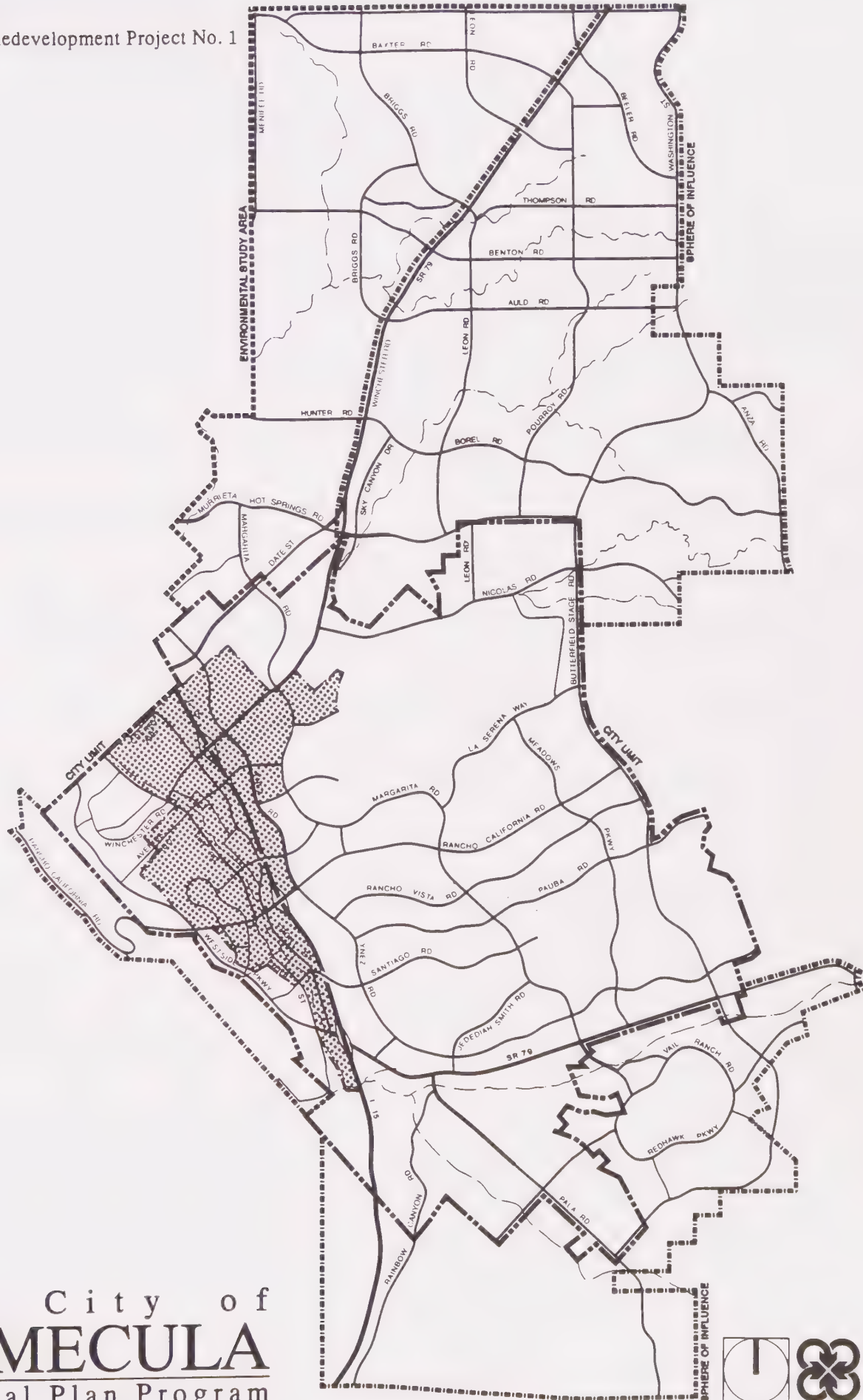
Redevelopment, which combines police and corporate powers, is one of the most powerful tools available to the City for implementing the General Plan. California authorizes a city to undertake redevelopment projects to revitalize blighted areas, in accordance with the Community Redevelopment Law (Health and Safety Code Sections 33000 et seq.). Temecula has one redevelopment plan approved, Redevelopment Project No. 1 - 1988, prepared by the County of Riverside Redevelopment Agency (Figure 2-6). The City should review the Redevelopment Plan and update the plans and regulations as necessary to establish consistency with the General Plan and Development Code.







Redevelopment Project No. 1



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## F. Inter-Agency Coordination

Land use development in the City of Temecula impacts and is impacted by the actions of adjacent jurisdictions (City of Murrieta, County of Riverside, County of San Diego), utility districts, school districts, service providers, and other governmental agencies (CALTRANS, State Parks and Recreation, Western Riverside Council of Governments, the Airport Land Use Commission, etc.). As a consequence, it is essential that the actions of each jurisdiction which impact one another be closely coordinated. Agreements and procedures for coordination need to be continued or established where they do not currently exist. Key concerns which should be addressed by inter-agency coordination include:

1. Land use compatibility on the City's periphery with the City of Murrieta, County of Riverside, and Pechanga Indian Reservation;
2. Local and sub-regional traffic generation, circulation patterns and improvements, including the development of transit projects;
3. Location of schools; timing of school development; and related traffic, noise and safety issues;
4. Extension of services and infrastructure, particularly in the Sphere of Influence;
5. Design and development of flood control improvements; habitat conservation, and recreation uses along Murrieta Creek, Temecula Creek, and other waterways.
6. Preservation of significant biological resources in cooperation with the State Department of Fish and Game, and the U.S. Fish and Wildlife Service;
7. Mitigation of seismic risks in the location of development in cooperation with the State Division of Mines and Geology;
8. Mitigation of fire hazards, including wildfire hazards, with the County of Riverside;
9. Regional transportation and air quality improvements in cooperation with the California Department of Transportation, Southern California Association of Governments, and the South Coast Air Quality Management District;
10. Regional housing needs assessment for Temecula, prepared by the Southern California Association of Governments;
11. Use and update of the Southwest District Traffic Model in coordination with the County of Riverside;
12. Preparation and implementation of the Western Riverside Council of Government (WRCOG) plans and programs. The WRCOG's plans and programs relevant to the General Plan are discussed in the Circulation Element, Air Quality Element, and the Growth Management/Public Facilities and Services Element; and
13. Preparation of the Comprehensive Land Use Plan and the Master Facilities Plan for the French Valley Airport by the Airport Land Use Commission.

## G. Capital Improvement Program

The City's Five-Year Capital Improvement Program should be reviewed and updated on an annual basis to meet changing needs, priorities, and financial conditions. Consistency between the Capital Improvement Program and the General Plan should be maintained, in accordance with State law.

## **H. Incentive Programs**

Incorporate incentives within the Development Code to encourage property owners to provide additional park and recreation facilities, preserve natural habitat, provide additional open space linkages to adjacent habitat preserves or parkland, or provide other public benefits as indicated in Policy 5.1 of the Land Use Element. Such incentives may include, but are not limited to density bonuses, height bonuses, and reduced parking requirements.











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## I. INTRODUCTION

The Circulation Element represents an important component of the City's General Plan. The development of the Circulation Element has been influenced by issues, goals and objectives identified by local officials, City staff, Technical Advisory Subcommittees, and the community during the General Plan process.

### A. Authorization and Scope

Under State planning law, each City must develop and adopt a comprehensive long-term general plan for the physical development of the City. Government Code Section 65302(b) states the following as a mandatory requirement for circulation elements:

*"A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."*

Since the circulation element was first required by State law in 1955, transportation technology and needs in California have changed greatly, with the emphasis today on the development of a balanced, multi-modal transportation system. According to State law, the policies and plan proposals of the circulation element should:

- Coordinate the transportation and circulation system with planning land uses;
- Promote the efficient transport of goods and the safe and effective movement of all segments of the population;
- Make efficient use of existing transportation facilities; and
- Protect environmental quality and promote the wise and equitable use of economic and natural resources.

The circulation element should cover the following to the extent that they pertain to the community:

- Streets and highways
- Parking provisions
- Transit and paratransit
- Railroads
- Air transportation
- Bicycle and pedestrian facilities

The policies and plan proposals of the Circulation Element should be coordinated closely with those of the Land Use, Housing, Noise, and Community Design elements.



## B. Related Plans and Programs

The basic framework for the highway component of the Circulation Element was established by Riverside County's Southwest Area Plan (SWAP). This plan which was adopted in 1989, defined a roadway network to accommodate traffic flows which would be generated at build-out of the land uses designated in the Southwest Area Community Plan. While the City of Temecula Circulation Element redefines the planned roadway network within the City's jurisdiction, the SWAP Circulation Element continues to influence roadway improvement plans outside the City of Temecula.

In addition to the SWAP Circulation Plan, the following plans and programs are also relevant to the City's Circulation Element.

### 1. City of Temecula Five Year Capital Improvement Program (1992-96)

This document is the first Capital Improvement Plan (CIP) for the City. It serves as a guidance and planning tool for the provision of public improvements over the next five years. Projects included in the CIP generally include land and right-of-way acquisition, design, construction or rehabilitation of public buildings, public infrastructure, and other public facilities. The document serves to coordinate the financing and scheduling of major public projects to be undertaken or overseen by the City. Not all projects included in the CIP have budget approval. The City's CIP will be revised on an annual basis to meet changing needs priorities and financial conditions.

The following CIP designated projects have particular relevance to the Circulation Element:

- Butterfield Stage Road extension from La Serena Way to Nicolas Road;
- Diaz Road extension from Winchester Road to Cherry Street (funded by Assessment District 155);
- Ynez Road corridor improvements;
- Margarita Road interim extension from Winchester Road south to current terminus at General Kearney Road;
- Calle Chapos improvement between Nicolas Road and Walcott Road;
- Overland Drive overcrossing of I-15;
- Pala Road Bridge at Temecula Creek;
- Rancho California Road interchange loop ramp;
- Winchester Road interchange improvements;
- Ynez Road extension to Date Street; and
- Date Street overcrossing of I-15.

## 2. Riverside County Congestion Management Program

The Riverside County Congestion Management Program (CMP) was adopted in September, 1991 in response to the passing of Proposition 111 (June 1990). Riverside County Transportation Commission (RCTC) has been designated by Riverside County as the Congestion Management Agency (CMA) responsible for preparation and implementation of the Congestion Management Program.

Proposition 111 legislation established a number of new requirements governing the State-wide process for planning and funding transportation improvements. Various mechanisms are provided through the legislation, for the maintenance and improvements of local roads and highways as well as the funding of mass transit (e.g. bus and rail transportation systems) and programs which relieve traffic congestion. The Congestion Management Program is a component of Proposition 111 which promotes measures aimed at managing growth including programs which most effectively utilize new transportation-related funds, relieve traffic congestion, and improve air quality.

The Riverside County Transportation Commission is currently in the process of defining the County roadway system components which will become the official CMP roadway system. Traffic operating conditions on the CMP roadway network will serve as a basis for testing and monitoring how well the Congestion Management Program is performing. All local jurisdictions will be responsible for determining the impacts of local development/land use decisions on the CMP roadway system. This assessment must include the resultant impacts on CMP system Level of Service (LOS E is standard) as well as cost estimates to mitigate any identified impacts. Only jurisdictions which have adopted a Transportation Uniform Mitigation Fee (TUMF) would be exempt from the Development Impact Study requirements. All jurisdictions within Riverside County will be required to adopt and implement a Transportation Demand Management (TDM) Ordinance (by December 1992) and develop a deficiency plan when Level of Service on the CMP system falls below "E". Adoption and conformance to transit performance standards will also be a requirement of the Congestion Management Program.

Under the Congestion Management Program conformance and monitoring process Southern California Association of Governments (SCAG) must find the program consistent with the Regional Mobility Plan (RMP) and Air Quality Management Plan (AQMP). Local jurisdictions which conform with the Congestion Management requirements would be eligible for new transportation-related funds generated through Proposition 111 gas tax increases.

### 3. SCAG 1989 Air Quality Management Plan and Regional Mobility Plan

The goal of Southern California Association of Governments (SCAG) 1989 Air Quality Management Plan (AQMP) is to set forth a 20-year action program for meeting improved National Air Quality Standards in the South Coast Air Basin by the year 2007.

The primary goal of the Regional Mobility Plan (RMP) is to improve transportation mobility levels. The RMP is part of an overall regional planning process and is linked directly to SCAG's Growth Management Plan, the Housing Allocation Process, and the South Coast Air Quality Management District's Air Quality Management Plan. The RMP consists of four separate elements:

- Growth management
- Transportation demand management
- Transportation system management
- Facilities development

The intent of the RMP is to give priority to all transit (bus and rail) and ride sharing (HOV) projects over mixed flow highway capacity expansion projects. Transit and ridesharing facilities are exempt from conformity review. Some other projects exempt from conformity assessment include:

- Modification to ramps/interchanges
- Ramp metering projects
- Signals and/or intersection improvements
- Primary and Interstate system safety projects

The active participation of local governments in transportation conformity is important to ensure that there is consistency between local general plans and the conformity criteria described in the regional Air Quality Management Plan (AQMP).

All local jurisdictions are required to submit their new or updated general plans to SCAG for a conformity review with the AQMP. A General Plan should include a program to implement, at the local/regional level, the transportation, land use, and energy conservation control measures contained in the AQMP. Once a local jurisdiction has established its General Plan to be consistent with the AQMP, further conformity reviews would be limited to annual cumulative impact review performance. If the local jurisdiction General Plan is determined to be non-conforming, then the general plan would need to either be modified to bring it into conformance or the local jurisdiction would be required to submit environmental studies for all regionally significant general development projects to SCAG for review.



#### **4. Caltrans District 8 Regional Transportation Strategies Plan**

This Caltrans District 8 document updated in October, 1991 is a key component of the District's long-range comprehensive transportation planning effort. The primary objective of the Regional Transportation Strategies Plan (RTSP) is to provide information concerning future trends and expected community impacts and to develop a coordinated program to alleviate traffic congestion. Furthermore, this plan provides local jurisdictions and regional agencies with helpful information concerning the traffic congestion phenomenon and strategies which can be implemented to address congestion impacts. In essence, this plan stresses the need to implement strategies that complement one another. The recommended strategies generally consist of four major groupings:

- Capacity expansion (widening, new facilities)
- Transportation System Management (low-cost actions to maximize capacity)
- Demand Management (reducing or changing the nature of traffic demand on the transportation system) and
- Transit Development (bus and rail).

#### **5. Measure A, Transportation Improvement Program**

This Riverside County legislation, which was approved in November 1988, established a one-half of one percent sales tax for a period of twenty years to fund transportation improvement projects. The Riverside County Transportation Commission (RCTC) is responsible for administering the program. Generally, the Measure A Program provides funds (approximately \$870 million over 20 years) to improve State highways, regional arterials, local streets, commuter rail, or specialized transit projects. Although none of the currently programmed State highway improvement projects are located within the City of Temecula, Measure A revenues continue to be a potential source for local transportation improvements.

## II. SUMMARY OF CIRCULATION ISSUES

Circulation issues identified based on input received at neighborhood meetings and interviews with City Council and Planning Commission members, were related primarily to existing transportation system deficiencies and the timely implementation of needed improvements. In addition to "current" problems, a number of the issues which were identified involved the need to plan for long-range transportation system improvements such as new roadway corridors; additional freeway over crossings and better freeway access; provisions for alternative modes of transportation; and funding of improvements. Some of the key circulation issues identified during the general plan process are summarized below:

- The piecemeal roadway construction practices of the past have resulted in numerous "bottleneck" locations along arterial roadways throughout the community. This in turn has encouraged the use of some local residential streets as bypass routes.
- The half-section and intermittent full-section roadway improvements which have accompanied individual new development projects scattered around the community has also resulted in a discontinuity in sidewalk improvements which discourages pedestrian travel.
- Topographical features (much as steep hillside and natural drainage channels) combined with barriers formed by man-made structures (such as the I-15 freeway and existing buildings) severely restrict opportunities for enhancing east-west and north-south street continuity within the City. While some opportunities still exist for enhancing roadway continuity by establishing new roadway corridors, creek crossings, and I-15 overcrossings, these opportunities could soon be lost.
- Ongoing development will eventually create traffic demand for freeway access which exceeds the possible capacity of the three interchanges within the City. The establishment of new interchange locations is very important, however, their design approval by Caltrans, implementation timing, and funding are serious issues to be resolved.
- The implementation of needed traffic signals has not been performed in a timely manner. This has been a particular problem where design review and approval by Caltrans is required. The process by which traffic signal needs are identified, designed and constructed needs to be streamlined and adequate funding mechanisms need to be established.
- The provisions for alternative modes of transportation are severely lacking in the community. City residents are interested in the development of a City-wide bike system that links commercial, employment, institutional, and recreational centers with residential areas. Public transit opportunity needs to be augmented as ridership demand is identified. New development should incorporate design features which promote the use of transit as well as bicycle and pedestrian travel.

- In the past, new residential developments were sometimes designed in a manner which over-emphasized on-site circulation system efficiency. These layouts often resulted in local residential street continuity "through" the project. Although at the site level, the circulation system design appeared to be very efficient, little thought was given to the interaction of the on-site circulation system with the off-site system. More specifically, the potential for outside traffic using the continuous local residential streets within the project as "short cuts" was not considered. A better balance needs to be maintained between project circulation system efficiency and potential traffic impacts on residents. This needs to be given more consideration during project review.
- The efficiency of the future transportation system would be maximized through the provision of a well-balanced system which incorporates multiple modes of transportation as well as a program of Transportation System Management (TSM) and Transportation Demand Management (TDM) techniques. While some forms of transportation, such as fixed light rail transit, may not be economically feasible for some time, advanced planning in the form of corridor identification and right-of-way opportunities needs to be addressed in the very near future.
- The coordinated and timely implementation of roadway system improvements in the community has been lacking due to several factors including funding problems. The City should identify and develop alternative funding mechanisms to allow more control of implementation. Such alternatives could include: an Off-Site Road Fee Program for new development; additional Assessment/Community Facility Districts for improvements not included in existing Districts; gas tax revenues; and Measure A revenues.



### III. GOALS AND POLICIES

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**Goal 1** Strive to maintain a Level of Service "D" or better at all intersections within the City during peak hours and Level of Service "C" or better during non-peak hours.

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**Discussion** The level of service concept is defined as a qualitative measure describing operating conditions at an intersection or along a roadway segment. A level of service definition generally describes operating conditions in terms of factors such as speed, freedom to maneuver, traffic interruptions, delay, comfort and convenience, and safety. Level of Service "D" is typically considered tolerable if limited to the peak hour periods when traffic flows are heaviest.

The stated level of service goal serves as the foundation for providing a street network that moves people and goods safely and efficiently throughout the City while ensuring that traffic delays are kept to a minimum.

- Policy 1.1** Establish street standards and all new roadway facilities shall be constructed or upgraded to meet City standards where feasible.
- Policy 1.2** Require an evaluation of potential traffic impacts associated with new development prior to project approval, and require adequate mitigation measures prior to, or concurrent with, project development.
- Policy 1.3** Use the Circulation Element Roadway Plan to guide detailed planning and implementation of the City's roadway system.
- Policy 1.4** Pursue trip reduction and transportation systems management measures to reduce and limit congestion at intersections and along streets within the City.
- Policy 1.5** Update every three years, or as needed, "build-out" traffic forecasts to monitor the impact of development approvals and the adequacy of the Circulation Element Roadway Plan.

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**Goal 2**      **Enhance traffic safety on City streets.**

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**Discussion** The safe operation of vehicular traffic on City streets is a concern of both City officials and residents of the community. The following policies are directed towards minimizing safety hazards and encouraging safer operating conditions on City streets.

- Policy 2.1**      The City shall enforce speed restrictions throughout the City.
- Policy 2.2**      Require that future roads and improvements to existing roads be designed to minimize traffic conflicts such as those which result from curb parking maneuvers and uncontrolled access along heavily traveled roadways.
- Policy 2.3**      Require that the development of new private driveways do not introduce significant traffic conflicts along major streets and primary residential collectors roads.
- Policy 2.4**      Require that vehicular and pedestrian traffic be separated to the maximum extent feasible.
- Policy 2.5**      Establish an ongoing maintenance program to ensure the safety of the City's roadway system.

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**Goal 3**      **A regional transportation system that accommodates the safe and efficient movement of people and goods to and from the community.**

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**Discussion** Future development within the City will create additional travel between Temecula and other population and employment centers within the region. Special efforts will be needed to adequately and efficiently provide for regional travel demand.

- Policy 3.1**      Support the completion of the Riverside County Master Plan of Arterial Highways.
- Policy 3.2**      Actively pursue the construction of a new interchange north of Winchester Road and other recommended system improvements outside its jurisdiction in cooperation with Caltrans, the City of Murrieta, Riverside County, and local developers. Measures should be taken to preserve anticipated right-of-way needs and to identify funding mechanisms for the interchange improvement.
- Policy 3.3**      Actively pursue the improvements to existing interchanges within the City and construction of new overpasses as required to achieve the adopted service level standards.

- Policy 3.4** Coordinate with the Riverside Transit Agency to provide fixed route transit service (bus or shuttle) along major transportation corridors connecting to regional employment and commercial areas, airports, health care facilities, and major recreation areas.
- Policy 3.5** Provide for express transit service through implementation of park-and-ride facilities along regional transportation corridors.
- Policy 3.6** Coordinate with Western Riverside Council of Governments to identify, protect, and pursue opportunities for a light rail transit along major transportation corridors which connect Temecula to other population centers.
- Policy 3.7** Encourage the formation of a special Southwest County agency or task force which would be responsible for identifying and prioritizing selected system improvements having regional significance and the development of funding sources which would allow for the timely implementation of these improvements.

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**Goal 4** **An efficient City circulation system through the use of transportation system management and travel demand management strategies.**

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**Discussion** It must be recognized that circulation system improvement options in Temecula are limited by various constraints. As the City develops, it will become increasingly important to maximize the efficiency of the roadway network and minimize vehicular travel on City streets. The intent of the following policies is to allow for a proactive approach in achieving these goals.

- Policy 4.1** Establish a City-wide Circulation System Phasing and Financing Program for the orderly implementation of system improvements identified in the Circulation Element.
- Policy 4.2** Require proper spacing and interconnect traffic signals where feasible to maximize the smooth progression of traffic flows and to minimize delay and stop and go conditions which result in higher vehicle emissions and noise levels.
- Policy 4.3** Discourage the provision of on-street (curbside) parking along principal arterial roadways to minimize traffic conflicts and increase the traffic carrying capacity of these roadways.



- Policy 4.4** Require new development to incorporate design features which facilitate transit service and encourage transit ridership such as bus pullout areas, covered bus stop facilities, efficient trail systems through projects to transit stops, and incorporation of pedestrian walkways that pass through subdivision boundary walls.
- Policy 4.5** Require specific plans and other mixed use projects to provide an internal system of trails linking schools, shopping centers, transit, and other public facilities within residential areas.
- Policy 4.6** Provide a comprehensive system of Class I and/or Class II bicycle lanes to meet the needs of cyclist traveling to and from work and other destinations within the City.
- Policy 4.7** Encourage a mix of uses within a project designed to maximize internal trip making, maximize the use of parking facilities, and to promote a shift from auto use to pedestrian and bicycle modes of travel.
- Policy 4.8** Encourage the provision of additional regional public transportation services and support facilities, including park-and-ride lots near the I-15 freeway and within village centers.
- Policy 4.9** Require transportation demand management plans to be submitted for preliminary review at the Specific Plan or Plot Plan stage of site development and submitted for final approval prior to the issuance of building permits, in accordance with the City's Transportation Demand Management Ordinance.
- Policy 4.10** Encourage the implementation of employer Travel Demand Management (TDM) requirements included in the Southern California Air Quality Management District's Regulation 15 of the Air Quality Management Plan.
- Policy 4.11** The City shall establish a local Congestion Management Plan and monitor the performance and effectiveness of travel demand management programs within the City.

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**Goal 5**      **An adequate supply of private and public parking to meet the needs of residents and visitors to the City.**

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**Discussion** The need for adequate private and public parking is fundamental to good community planning. A shortage of parking can cause circulation problems and loss of business activity. Zoning ordinances which specify the minimum parking requirements for various types of land uses should be periodically updated to respond to the dynamics of trip generation and parking characteristics throughout the City. As the City develops it will become increasingly important to provide adequate off-street parking in non-residential areas to minimize the disruption to traffic flows caused by curbside parking activity along heavily traveled streets.

- Policy 5.1**      Enforce City parking ordinances and standard design requirements which apply.
- Policy 5.2**      Require the consolidation of parking, and related circulation facilities, where appropriate, to minimize the number of ingress and egress points onto arterials.
- Policy 5.3**      Provide additional public parking in the Old Town area where feasible through common parking areas or establishment of a parking district.
- Policy 5.4**      Require project developers to provide adequate on-site parking and/or to contribute to a program to acquire and maintain off-site facilities.
- Policy 5.5**      Encourage underground parking or parking structures where economically feasible in commercial areas.
- Policy 5.6**      Encourage joint development of parking facilities (e.g. joint-use of parking facilities) where feasible to maximize the efficient use of available parking.

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**Goal 6**      **Safe and efficient alternatives to motorized travel throughout the City.**

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**Discussion** The successful promotion of alternative modes of transportation such as bicycle, pedestrian, and equestrian modes require that facilities which support these modes provide convenient access and are designed in a manner which promotes safety.

- Policy 6.1**      Promote the safety of pedestrians and bicyclist by adhering to uniform trail standards and practices and communicating safety practices to the public.
- Policy 6.2**      Off-street bicycle and equestrian trails should minimize the number of locations where automobile cross traffic will be experienced.

- Policy 6.3**      Ensure accessibility of pedestrian facilities to the elderly and disabled
- Policy 6.4**      Traffic signals located along bike routes and where significant pedestrian activity is present shall be properly timed and periodically adjusted to allow for the safe movement of these non-motorized modes.
- Policy 6.5**      Adequate linkages shall be provided for non-motorized modes, between residential areas and commercial/employment activity centers, public institutions, and recreation areas.
- Policy 6.6**      Motorized vehicles and motorized cycles shall be prohibited from using the City's recreation trail system.

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**Goal 7**      **A truck circulation system that provides for the safe and efficient transport of commodities and also minimizes noise, air pollution and traffic impacts to the City.**

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- Policy 7.1**      Designate primary truck routes on selected arterial streets to minimize the impacts of truck traffic on residential areas.
- Policy 7.2**      Require loading areas and access ways for trucks that minimize or eliminate conflicts with automotive and pedestrian areas to maintain safe and efficient traffic circulation.



## IV. CIRCULATION PLAN

The Circulation Plan developed for the City of Temecula has been designed to meet the following objectives:

- To provide adequate capacity to accommodate the travel needs resulting from the General Plan Land Use Element as well as from anticipated development in adjacent Riverside County and City of Murrieta areas; and
- To maintain a positive quality of life in Temecula.

The proposed Circulation Plan for the City of Temecula, Sphere of Influence, and Environmental Study Area, is illustrated in Figure 3-1. The alignments shown for future planned roadways are preliminary and are subject to refinement based on future engineering studies. Figures illustrating the planned continuity and interaction of the City's Circulation Plan with the surrounding circulation system are included in the General Plan EIR Appendices.











### A. Principal Plan Features

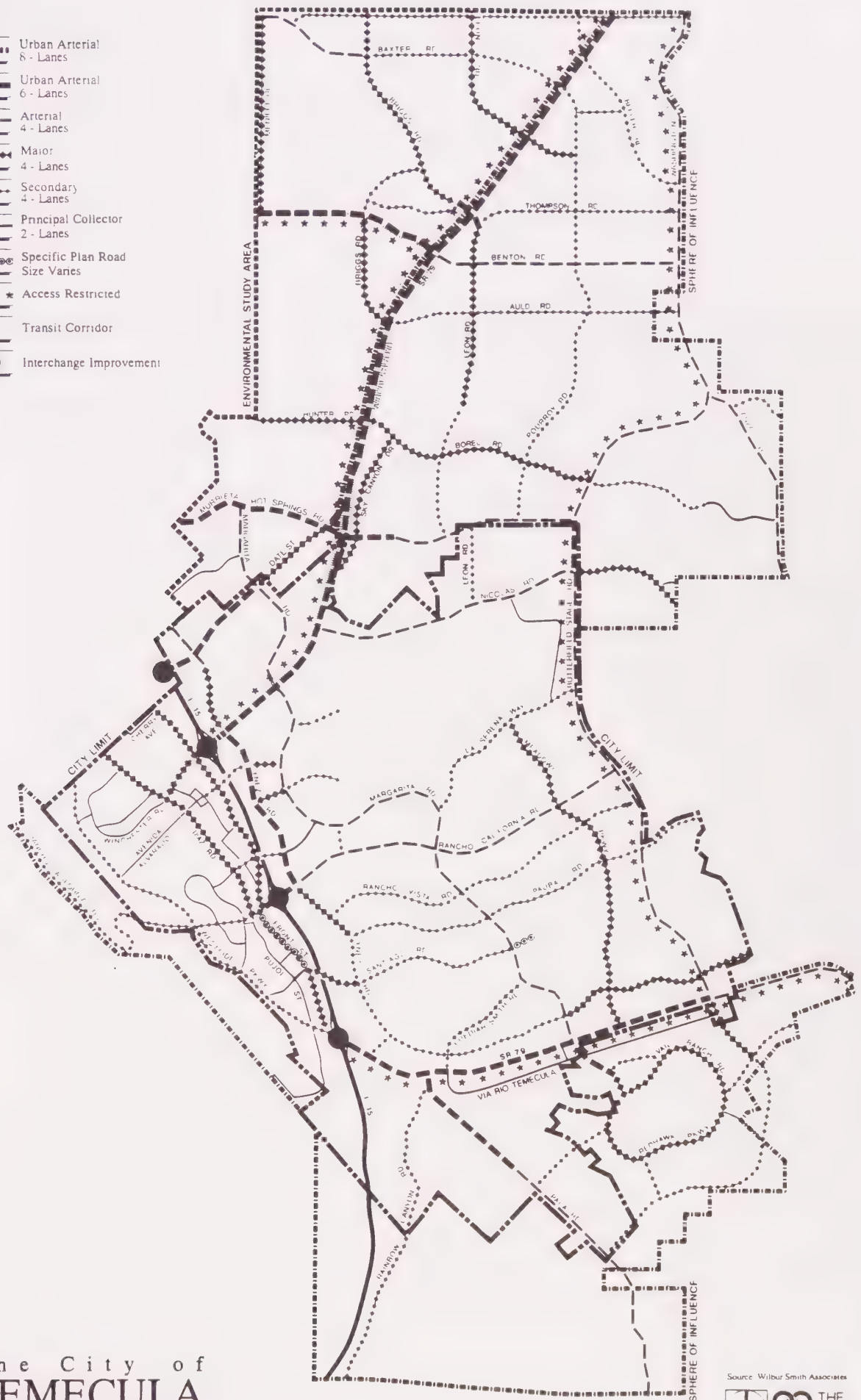
While all components of the Circulation Plan are important, some of the Plan features are being highlighted in this section. These features have been selected based on one or more factors:

- The facility serves as a primary traffic carrying arterial within the City;
- The facility represents a significant change from the previous SWAP Circulation Element; and/or
- The facility/corridor includes special design features or serves a special function.

The principal features of the Circulation Plan include:

- Designation of Winchester Road, east of Jefferson Avenue, as an "access restricted" Urban Arterial with special added easements reserved for future transit or travel demand management use.
- Designation of State Route 79 (south), east of I-15, as an "access restricted" Urban Arterial to Butterfield Stage Road and an "access restricted" Arterial east of Butterfield Stage Road.
- Designation of Butterfield Stage Road as an "access restricted" Arterial north of State Route 79 (south) except for the segment between Nicolas Road and Borel Road which would be an "access restricted" Urban Arterial.

-  Urban Arterial  
8 - Lanes
-  Urban Arterial  
6 - Lanes
-  Arterial  
4 - Lanes
-  Major  
4 - Lanes
-  Secondary  
4 - Lanes
-  Principal Collector  
2 - Lanes
-  Specific Plan Road  
Size Varies
-  Access Restricted
-  Transit Corridor
-  Interchange Improvement



The City of  
**TEMECULA**  
General Plan Program

- Designation of a new four-lane Westside Corridor facility extending from I-15 at State Route 79 (south), along the westside foothills, to beyond the northwestern City limit.
- Designation of Pala Road as an Urban Arterial from State Route 79 (south) to just north of Wolf Valley Road.
- Designation of Date Street as an Urban Arterial between I-15 and Margarita Road and the new extension of Date Street from Murrieta Hot Springs Road to Winchester Road.
- Designation of a new four-lane overcrossing of I-15 north of Rancho California Road which would connect Rancho Way (at Diaz Road) to Margarita Road (between Solana Way and Moraga Road).



## V. IMPLEMENTATION PROGRAMS

This section of the Circulation Element discusses a broad range of topics related to transportation improvement implementation strategies and programs which collectively work towards the realization of the Circulation Element goals and objectives.

### A. Roadway Functional Design Guidelines

The following functional design guidelines are recommended for roadway classifications depicted on the Circulation Plan. Figure 3-2 shows the typical cross-sections for the Circulation Plan roadways.

#### 1. Freeway

Interstate 15 freeway design standards are dictated by Caltrans District 8. The ultimate facility planned by Caltrans (as defined in the Route Concept Report for Interstate 15) through the City of Temecula will add one High Occupancy Vehicle (HOV) lane to the current four mixed flow lanes in each direction. Interchange improvements identified in the Circulation Plan will need to be coordinated and approved by Caltrans. It is likely that all interchanges on-ramps along Interstate 15 within Temecula will be subject to peak period ramp metering within the next ten years. The City should support the concurrent implementation of HOV bypass lanes at the ramps (where possible) to promote ride sharing and express transit usage by area commuters.

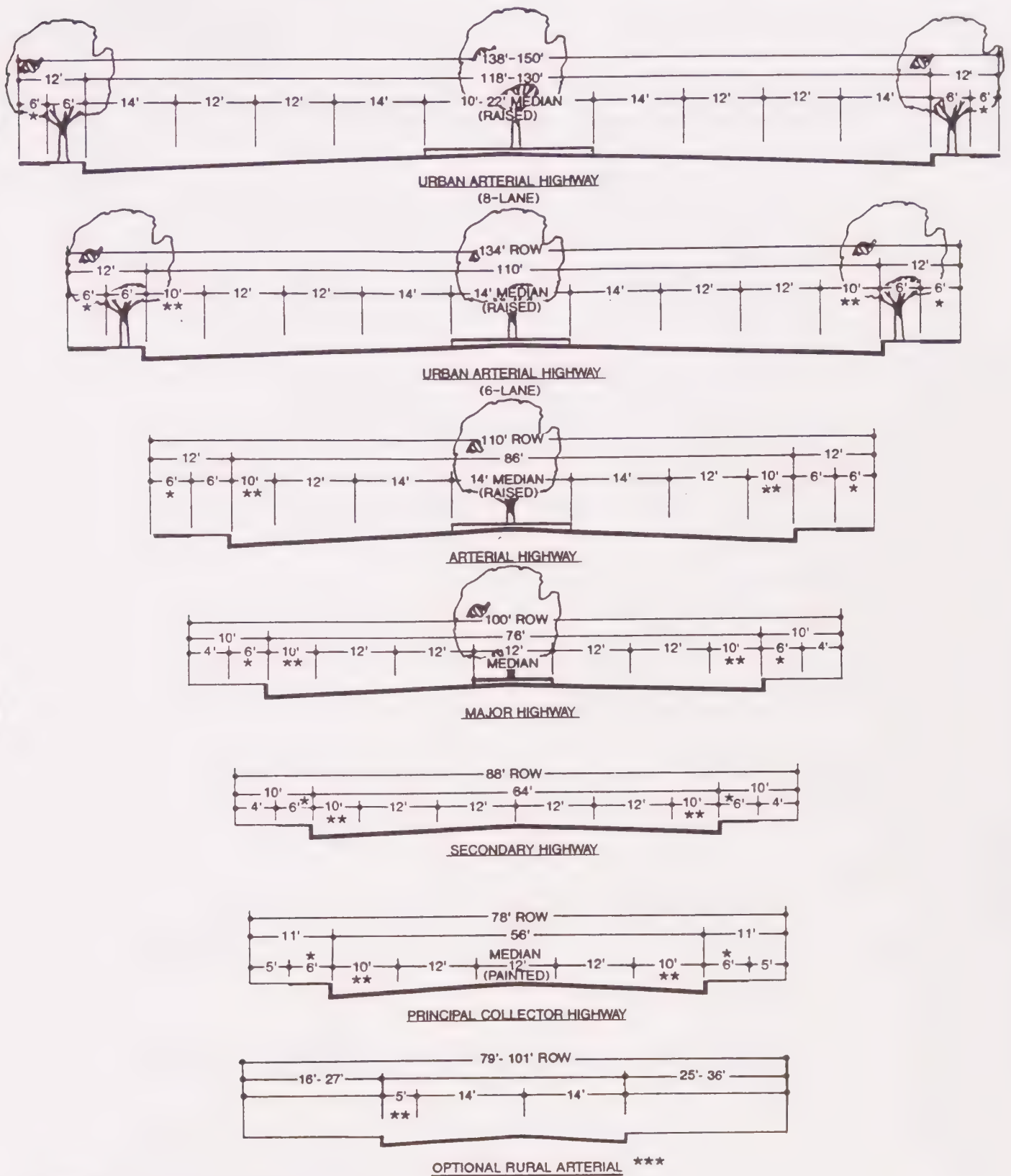
#### 2. Urban Arterial Highway

Features include:

- A six to eight-lane high speed highway with raised landscaped median (use for left turn movements) and striped shoulders.
- Access restriction may vary depending on where the facility is located within the City and the degree to which the roadway serves through traffic. Generally, one-quarter mile intersection spacing should be considered as a minimum although one-third mile would be a desirable target. Where overriding circumstances will not allow the desired intersection spacing policy to be met, left turn restrictions should be considered at all unsignalized intersections and "high-speed" design features should be incorporated into the intersection design (e.g. curb radii and acceleration/deceleration lanes where appropriate).
- Urban Arterials designated as "access restricted" on the Circulation Plans should maintain a minimum one-third mile spacing and a desirable target spacing of one-half mile. Raised medians should be used on "access restricted" Urban Arterials.



# TYPICAL ROADWAY CROSS SECTIONS



- \* Sidewalk
- \*\* To be used for curb parking, bike lane or distress lane
- \* \*\* For interim use in semi-rural and large lot areas within the City in major, secondary, and collector Right-of-ways.



- Curbside parking is generally not considered appropriate along a heavily traveled facility of this type.

Riverside County design standards should be used as a basis for developing City standards. State Route 79 is subject to Caltrans District 8 design standards and policies. A segment of Ynez Road is classified as an Urban Arterial primarily due to its' planned six-lane section. Right-of-way constraints and existing development will not allow for the typical cross section to be provided or desired access controls to be achieved.

- Additional right-of-way/easement dedications should be considered at all key intersections with other Urban Arterials, Arterials, and Major streets for the accommodation of full width auxiliary turn lanes.
- Traffic carrying capacities of 53,000 to 70,000+ vehicles per day (at Level of Service D) can be achieved depending on the degree of access control and peak period traffic loadings.

### 3. Arterial Highway

Features include:

- A four-lane cross section with raised landscaped median (used for left-turn movements).
- Desirable minimum spacing for major street intersections along an arterial is approximately one quarter mile. Minor street and driveway access may be allowed at shorter intervals but consideration should be given to left turn restrictions at these locations.
- Arterials designated as "access restricted" on the Circulation Plan should maintain a minimum one-quarter mile spacing and a desirable target spacing of one-third mile. Raised medians should be used on "access restricted" arterials.
- As a primary traffic carrier, curbside parking may not be considered appropriate along the more heavily traveled Arterial segments within the City.
- Additional right-of-way/easement dedications should be considered at key intersections with Urban Arterials, other Arterials, and Major streets for the accommodation of full-width auxiliary turn lanes.
- Traffic carrying capacities of 34,000 to 45,000+ vehicles per day (at Level of Service D) can be achieved depending on the degree of access control and peak period loadings.

Riverside County design standards should be used as a basis for developing City standards for Arterial roadways. A segment of State Route 79 (south) east of Butterfield Stage Road would be subject to Caltrans design standards and policies.

#### **4. Major Highway**

Features include:

- A four-lane cross section with painted or raised landscaped median (used for left-turn movements).
- Minimum spacing for principal street intersections along Major streets should be one-eighth mile. The desirable target spacing would be one-quarter mile between principal intersection. Where overriding circumstances will not allow the minimum spacing policy to be maintained, left turn restrictions should be considered at minor unsignalized driveways.
- As a primary traffic carrier, curbside parking may not be appropriate along some of the more heavily traveled Major street segments within the City.
- Additional right-of-way/easement dedications should be considered at key intersections with Urban Arterials, Arterials, and other Major streets to allow for full-width auxiliary turn lanes or dual-left turn lanes.
- Traffic carrying capacities of 34,000 to 36,000 vehicles per day (at Level of Service D) can be achieved depending on the degree of access control and peak period loadings.

Riverside County design standards should be used as a basis for developing City standards for Major roadways.

#### **5. Secondary Highway**

Features include:

- A four-lane cross section without median (undivided).
- Minimum intersection spacing along Secondary streets should be approximately one-sixteenth mile (330 feet). Direct access from private residential properties should be avoided where possible.
- While the Secondary street cross section allows for curbside parking, this parking must be prohibited near principal intersections where left-turn lane striping is provided.

- While curbside parking should generally be tolerable and appropriate along most Secondaries, there may be localized circumstances which would warrant parking restrictions.
- Additional right-of-way/easement dedication should be considered at selected intersection approaches where heavy traffic flows require a separate right-turn lane.
- Traffic carrying capacities of 27,000 to 29,000 vehicles per day (at Level of Service D) can be achieved depending on the degree of access allowed and peak period traffic loadings.

Riverside County design standards should be used as a basis for developing City standards for Secondary roadways.

## **6. Principal Collector Highway**

Features include:

- A two-lane cross section with painted median (on new facilities) for left turn movements.
- Minimum intersection/access spacing on new Principal Collector facilities should be 200 feet. The desirable target is approximately 330 feet. Direct access from individual private residential properties should be avoided where possible.
- The new Principal Collector street cross section provides for curbside parking. Parking should be restricted near principal intersection approaches to allow for the development of a separate right-turn lane.
- Traffic carrying capacities of 14,000 to 16,000 vehicles per day (at Level of Service D) can be achieved depending on the degree of access control and peak period traffic loadings.

Riverside County design standards (for Industrial Collector) should be used as a basis for developing City design standards for Principal Collector roadways.



## 7. Collector Road

Although Collector roadways are not depicted on the Circulation Plan, the following functional design features apply to these facilities:

- A two-lane cross section without median (un-divided).
- Minimum intersection/access spacing on Collector facilities should be 200 feet.
- Curbside parking provided.
- Traffic carrying capacities of 14,000 to 15,000 vehicles per day (at Level of Service D).

Riverside County design standards should be used as a basis for developing City design standards for Collector roadways.

## 8. Local Road

Although Local roadways are not depicted on the Circulation Plan, the following functional design features apply to these facilities:

- A two-lane cross section without median (centerline striping typically not provided).
- Minimum intersection spacing on Local streets should be approximately 200 feet.
- Curbside parking provided.
- Traffic carrying capacity is physically similar to a Collector roadway, however the qualitative limit of acceptable traffic volumes in a residential environment is approximately 2,000 vehicles per day.

Riverside County design standards should be used as a basis for developing City design standards for Local streets.

## 9. Specific Plan Road

This designation is used for roadway facilities which are intended to function as a Principal Collector or higher classification but lack final design definition due to one or more of the following features:

- Due to special Specific Plan project design considerations, typical standard roadway cross sections may not be appropriate. Specific Plan design concepts may call for special esthetics or functional treatments such as landscaping, pedestrian facilities, streetscape features, adjacent land access treatment, (e.g. decorative paving, lamps, pedestrian furniture, signage, bicycle oriented amenities etc.). These roadways are often referred to as "Gateway" streets where project entry statements are made.
- Non-typical right-of-way sections may be desirable to accommodate special design features discussed above.
- Alignment options may be present which cannot be finalized until Tentative Tract or Plot Plans are developed.
- Special circumstances may result in the desire to maintain the street as private instead of public.

Designation of Specific Plan Roadways on the Circulation Plan serves as a positive statement regarding the intended function of the roadway as a traffic carrying component of the circulation system. The ultimate design features of "Specific Plan Roads" are subject to the approval of City Staff and elected officials.

## 10. Optional Rural Arterial Highway Standard

This optional interim roadway standard may be used in rural and semi-rural areas with the following characteristics: (1) the adjacent parcels are used primarily for residential purposes, (2) the lot sizes exceed 1/2 acre, (3) the adjacent areas are primarily designated as either Hillside, Very Low, or Low Density Residential in the General Plan, and (4) have general plan right-of-ways which are less than 110 feet.

Features include:

- A two lane cross section; however, in limited circumstances, left and right turn lanes may be required at some intersections.
- Bike lanes will be located along only one side of the roadway to form a continuous system along each street, when needed.

- Minimum intersection/access spacing along Rural Arterial Highways should be approximately one-sixteenth of a mile (330 feet). Direct access from private residential properties should be avoided where possible.
- Retention of the full general plan right-of-way.
- Should future traffic volumes on streets constructed to a Rural Arterial Highway Standard reach Level-of-Service D, then the roadway should be improved to full general plan standards.

These functional design guidelines will serve to assist the City in the development of detailed roadway design standards for implementation of the Circulation Plan.

## **B. Development Impact Monitoring Program**

The monitoring of traffic impacts associated with area development approvals is a critical program which must be implemented to ensure that the City's transportation goals are achieved. A carefully designed Development Impact Monitoring Program will provide the information necessary to:

- Ensure equitable participation by developers in the implementation of roadway improvements throughout the City;
- Update the City's short-and long-range Roadway Implementation Phasing Program;
- Annually update the City's 5-year Capital Improvement Program;
- Update the City's Transportation Facilities Funding Program;
- Assess the performance of the City's Congestion Management Program;
- Adequately respond to development impact reporting requirements identified in the Riverside County Congestion Management Program (CMP); and
- Guide future land use/development decisions.



The City's Development Impact Monitoring Program should include the following elements:

1. Traffic impact analysis requirements for individual development projects: These requirements should be formulated to effectively determine the impact potential of development projects on the circulation system, and define appropriate mitigation measures which adequately address project impacts. Compliance with the Riverside County CMP currently requires that local jurisdictions use traffic impact analysis guidelines developed by Riverside County as a model for developing local guidelines. This is particularly important in the analysis of larger development projects which are likely to impact the regional CMP roadway system. The development of traffic impact analysis requirements should at the same time, recognize and establish appropriate levels of analysis for intermediate and smaller sized development projects.

The findings of traffic impact studies would be reviewed by City staff to determine:

- Consistency with traffic impact analysis requirements
  - Consistency with Circulation Element goals and policies
  - Staff recommendations regarding conditions of approval
2. Maintenance of City's Build-Out Traffic Model: Bi-annual or quarterly updates/refinements of land-use inputs used in the Build-Out Traffic Model would allow the City to monitor the effects of on-going development approvals on ultimate circulation system needs. As specific Transportation Demand Management programs are implemented, the anticipated trip reduction effects of these measures can be incorporated in the model. Analysis of traffic forecast updates provide valuable information on the adequacy of the City's Circulation Plan and the impact of land use/development decisions.
  3. Development and maintenance of a Riverside County CMP "approved" local traffic model (optional): This model would be used specifically for the purpose of responding to Riverside County CMP requirements regarding: a) the determination of traffic Level of Service on the CMP roadway system; and b) impact analysis of local land use decision on the regional transportation system (CMP system). The development of a local traffic model which is approved for CMP analysis would eliminate the need to regularly request SCAG's assistance in responding to CMP requirements. It is important to note, however, that the procedures for developing and maintaining such a model are very labor intensive. Furthermore, if the City elects to adopt the Transportation Uniform Mitigation Fee Program (currently being developed by the Western Riverside Council of Governments) then the need for CMP-related modeling by the City would be significantly reduced.

### **C. Roadway Implementation Program**

A well coordinated roadway implementation program is critical in order to achieve the City's traffic Level of Service goals. This program would initially require a special study which would essentially prioritize circulation system needs for projected five, ten, and build-out development horizon years. The roadway improvement phasing study would assess both the physical infrastructure needs as well as preliminary funding needs (and potential funding sources). Once established, the Roadway Implementation Phasing Program would be reviewed and updated on an annual basis. This effort could be undertaken in conjunction with the annual update of the City's Five-Year Capital Improvement Program.

### **D. Transportation Facilities Funding Program**

The Transportation Facilities Funding Program would use information on transportation facility needs generated from the Roadway Implementation Phasing Program as the basis for identifying, developing, and establishing funding sources for the Five-Year Capital Improvement Program and the Ten-Year planning horizon. It is important that a wide variety of funding sources/mechanisms be identified and investigated as early as possible. Many of the potential funding sources will require the City to posture itself carefully in order to be eligible for available funds.

The following is a partial list of transportation related funding sources/mechanisms which could be considered:

- Development Impact Fees (City and County/Developer)
- Integrated Financing District
- Assessment District/Community Funding District (City & County)
- Gasoline Taxes (State, County, and Local)
- Measure A Funds (RCTC)
- Office of Traffic Safety Special Grant Funds (State/Caltrans)
- Riverside County Local Transportation Fund (RCTC)
- Traffic Signal Mitigation Fees (City)
- City Taxes
- City Redevelopment Agency
- Developer Reimbursement Agreements (City/Developer)
- Quimby Fees (Developer)
- State Highway Account
- State Transit Assistance
- Federal Aid Interstate Funds
- Federal Aid Primary Funds
- Federal Aid Urban Funds
- Urban Mass Transit Authority Grants
- Intermodal Surface Transportation Efficiency Act (Federal)

## E. Local Congestion Management Program

The development of a strong local Congestion Management Program will play an integral part in the City's ability to achieve the traffic Level of Service goal stated in the Circulation Element "Goals and Policies" (Section III). It is envisioned that this program will consist of three key elements:

1. The establishment of a City-wide Transportation Demand Management Ordinance;
2. The identification and implementation of Transportation System Management strategies; and
3. Development/expansion of transit service.

Transportation Demand Management (also referred to as Travel Demand Management or TDM) strategies involve measures which are intended to reduce vehicle trip generation or influence when vehicle trips are made. Transportation System management strategies involve relatively low cost facility improvements which maximize the efficiency/traffic carrying capacity of the roadway system.

Riverside County's Congestion Management Program requires that all local jurisdictions within the County adopt a Transportation Demand Management ordinance. The model TDM ordinance suggested by Riverside County applies to new commercial, industrial, and mixed use developments estimated to imply 100 or more persons. The TDM ordinance requires the property owner(s) or designer(s) to implement applicable measures which include various features oriented towards reducing the generation of off-site vehicle trips. Also included, are some off-site mitigation measures such as contributions to local Transportation System Management oriented facility improvements as well as regional TDM facilities. The TDM ordinance would also include provisions for implementation, monitoring, and enforcing the ordinance requirements.

In addition to the TDM ordinance, the City should take a leadership role in the formation of:

- A community based ridesharing program and commuter bicycle program for local residents; and
- Non-profit transportation management associations.

The Transportation System Management (TSM) element of the City's Congestion Management Program would involve the identification, prioritization, and monitoring of strategic low-cost circulation system improvements, which would maximize the efficiency of the local roadway system and improve traffic flow. These low capital improvements could include:



- Adding turn lanes or restricting turning movements during peak traffic periods at congested intersection;
- Widening of intersections approaches to accommodate additional through movement lanes or to improve visibility;
- Restriction or elimination curb-side parking along congested arterials;
- Implementation of one-way street or reversible lane system;
- Installation of bus turnout bays;
- Installation of "smart" signal systems;
- Pavement marking modifications/improvements; and
- Completion of "mission links" in the roadway network.

The third element of the City's Congestion Managements Program involves a dedicated effort towards improving and expanding transit service within the community. For fixed-route service, this means:

- More frequent service
- Broader route coverage
- Implementation of commuter oriented express service to regional employment center

Since fixed-route service operates best in a high density environment, the expansion of this service in Temecula will be limited in geographic coverage. As a result, other less conventional transit service will need to be explored. These include:

- Subscription or dial-a-ride service for lower density residential areas;
- Targeted services which would offer limited transit service between outlying residential concentrations (e.g. Village Centers) and City's commercial/employment core;
- Shuttle or trolley service between Old Town and other destinations along the commercial corridor adjacent to the I-15 freeway.

It is important to note that Riverside County's CMP also requires local jurisdictions to adopt and conform to transit performance standards. This conformance requirement needs to be coordinated with RCTC.

The ultimate success of the City's Congestion Management Program will largely be dependent on the City's commitment in implementing the local CMP element programs. Also critical to its success will be the community's understanding of the problem and their willingness to participate in the solution. Marketing and promotion of the element programs should therefore be an integral part of the overall Congestion Management Program.

## F. Focused Studies

Implementation of the Circulation Plan and other components of the Circulation Element will require a wide range of "focused" or "special" studies. Some of these studies are already underway or soon to be undertaken. The following provides a partial list including some of the more critical issues:

- Western Corridor facility engineering studies.
- I-15 interchange/access improvement engineering studies at all existing interchanges as well as potential new interchanges north of Winchester Road and at Santiago Road.
- Engineering study for Date Street Extension from Murrieta Hot Springs Road to Winchester Road.
- Rancho Way Overpass engineering studies.
- Santiago Road and Avenida Alvarado extension engineering studies.
- Roadway Implementation Phasing study.
- Local Congestion Management Program development study.

## G. Regional Coordination

As reflected in many of the Circulation Element components, regional coordination is essential to the successful implementation of the Circulation Plan. Several of the critical roadway system improvements which will be required to adequately accommodate build-out traffic flows are currently outside the City's jurisdiction. Furthermore, the most significant of the City's long-range congestion problems are located along State Route 79 North (Winchester Road) and State Route 79 (South) which are regional routes. It is estimated that almost 50 percent of the traffic using Winchester Road (within the City) is traveling through the City. The solution to this and other regional related traffic problems will require close coordination of traffic issues with the City of Murrieta, Riverside County, Caltrans District 8, and other communities within the Southwest Area of Riverside County.

In order to more accurately monitor and provide input to the County on proposed County development affecting traffic levels within the City, the City will work with the County to establish a County Project Referral Process. The purpose of this Project Referral Process will be to provide the City with an opportunity to review and comment on proposed projects within the City's Sphere of Influence and outside the Sphere to extent that such proposed projects may have traffic and other impacts on Temecula.

Other aspects of the City's Circulation Element such as compliance requirements of Riverside County's Congestion Management Plan and SCAG's Air Quality Management Plan/Regional Mobility Plan will require a high level of cooperation with both the Riverside County Transportation Commission and SCAG in order to maintain eligibility for Measure A Program funds.



## VI. GLOSSARY OF TERMS

AQMP (Air Quality Management Plan): A comprehensive policy document that delineates goals, policies, pollution reduction strategies, and implementation responsibilities for improving air quality in the South Coast Air Basin.

CIP: Capital Improvement Plan.

CMA (Congestion Management Agency): A long-range comprehensive transportation planning document prepared by Caltrans District 8.

CMP (Congestion Management Program): A program overseen by the Riverside County Transportation Commission which promotes growth management policies, development of mass transit, traffic congestion relief programs and improved air quality throughout Riverside County.

HOV (High Occupancy Vehicle): Used to describe special lanes on freeways and other roadways which are reserved for carpool vehicles and buses.

LOS (Level of Service): A qualitative measure of traffic operating conditions. Level of Service range from A (free-flow conditions with no congestion) to F (gridlock conditions with severe congestion).

RCTC (Riverside County Transportation Commission): A commission appointed by Riverside County to administer the Measure A Transportation Improvement Program. RCTC has also been designated by Riverside County as the Congestion Management Agency responsible for preparation and implementation of the County's Congestion Management Program.

RMP (Regional Mobility Plan): A comprehensive policy document prepared by the Southern California Association of Governments which consists of four elements—growth management, transportation demand management, transportation system management, and transportation facilities development.

RTIP: Regional Transportation Improvement Plan

RTSP (Regional Transportation Strategies Plan): A long-range comprehensive transportation planning document prepared by Caltrans District 8.

SCAG (Southern California Association of Governments): The metropolitan planning organization for the six-county region which includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.

SWAP (Southwest Area Plan): The land use/circulation plan developed by Riverside County for the southwest portion of Riverside County. The currently incorporated Cities of Temecula and Murrieta make up a large portion of the Southwest Area Plan.

TDM (Transportation Demand Management): The management (reduction) of vehicular traffic generation through measures which promote carpooling, use of alternative modes of transportation and staggered work hours or flex time (which reduce trips during traffic periods).

TSM (Transportation System Management): Involves low-cost measures which maximize the efficiency of the local roadway system (e.g. intersection improvements, smart signal systems, completion of missing links or bottlenecks, etc.).

TUMF (Transportation Uniform Mitigation Fee): A standardized fee schedule applied to new development for the purpose of mitigating development related traffic impacts. Fees collected under this type of mitigation program are used to implement area-wide transportation improvement.









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## **I. INTRODUCTION**

### **A. Purpose**

The Housing Element is a comprehensive statement by the City of Temecula of its commitment to facilitate the provision of housing that meets the needs of existing and future residents. This commitment is in furtherance of the statewide housing goal to attain "decent housing and a suitable living environment for every California family", while remaining responsive to the unique concerns of the community.

The purpose of the Temecula Housing Element is to establish goals, policies and objectives relative to the provision of housing, and adopt an action plan towards this end. In addition, the element identifies and analyzes housing needs, and resources and constraints to meeting these needs. The Housing Element must be consistent with, and complementary to, pertinent elements contained in the General Plan.

### **B. Citizen Participation**

The Housing Element was prepared as a part of the 1992 Temecula General Plan. As part of the planning process, an extensive citizen participation program was conducted. The participation program consisted of a number of community workshops which focused on the identification of community goals, issues and concerns. Community input from this program was utilized in the development of the Housing Element.

A number of organizations and agencies that provide housing, or housing related services, were contacted in preparing the element; responses from these entities helped guide the housing needs assessment portion of the Housing Element, as well as the Housing Action Plan. The following agencies/organizations were contacted: Riverside County Housing Authority, County of Riverside Administrative Office (CAO), Department of Housing and Urban Development (HUD), County of Riverside Community Action Agency, County of Riverside Department of Public Social Services, and Shared Housing a Riverside Experience (SHARE).

The community and interested parties will have an opportunity to review and provide comments on the Draft and Final General Plan during the public hearing process. The Draft Housing Element will be circulated to the California Department of Housing and Community Development (HCD) for review and comment.



## C. Housing Element Organization

Government Code Section 65583 requires the Housing Element to include the following components:

1. A review of the previous element's goals, policies, programs and objectives to ascertain the effectiveness of each of these components, as well as of the overall effectiveness of the Housing Element.<sup>1</sup>
2. An assessment of housing needs and an inventory of resources and constraints relevant to meeting these needs.
3. A statement of community goals, quantified objectives, and policies relative to the maintenance, improvement and development of housing.
4. A program which sets forth a five-year schedule of actions that the City is undertaking, or intends to undertake, in implementing the policies set forth in the Housing Element.<sup>2</sup>

The Housing Element is divided into several chapters. The first chapter provides an overview of the scope and purpose of the Housing Element, and the remaining chapters address the required components of the Housing Element. Chapter Two is the Community Profile which provides an overview of population and household characteristics. Housing Needs, Chapter Three, identifies existing and future housing needs. Chapters Four and Five, Resources, and Constraints, address factors that can either facilitate or impede housing development in the City. Chapter Six is the community's statement of housing goals and policies, and the final chapter, the Housing Plan, describes the housing programs that will be implemented in order to achieve these goals and policies.

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<sup>1</sup> Technically this component is not applicable to the City as this is its first Housing Element. However, a review of programs administered in Temecula, prior to its incorporation, is provided in the description of the housing programs, see the Housing Plan.

<sup>2</sup> The Housing Plan, as well as Quantified Objectives, are for the period 1992 through 1994. The Housing Element is being adopted in the middle of the Housing Element Cycle for the SCAG region. The two-year plan timeframe will enable the City to adjust to the same plan schedules as the remaining SCAG jurisdictions. The City will be required to update their Housing Element by July 1994. At that time, a five-year housing plan covering the years 1994 to 1999 will be developed.

## II. COMMUNITY PROFILE

### A. Demographics

#### 1. Population Trends

The City of Temecula is one of 24 cities located in Riverside County. The City has experienced rapid growth in recent years. The affordability of the Temecula Valley relative to surrounding Orange, Los Angeles and San Diego counties has been an important factor in the City's dramatic growth. According to the Community Economic Profile, prepared by the Temecula Valley Chamber of Commerce, the population of the City increased an estimated 248 percent between 1980 and 1989. According to Census, the population in Temecula in 1990 was 27,099 persons. Department of Finance estimates for the year 1991, placed the resident population at 27,382.

Table 4-1 is a summary of selected demographic indicators for the City of Temecula. The indicators are: population, race/ethnicity, gender and population per household and per family. Corresponding indicators for Riverside County are provided for comparative purposes.

Table 4-1 Summary of Demographic Characteristics		
Indicator	City of Temecula	Riverside County
Population	27,099	1,170,413
Households	9,130	402,067
Race/Ethnicity		
White	91%	76.4%
Asian/Pacific Islander	3%	3.6%
Black	1%	5.4%
Other	5%	14.6
Persons of Hispanic Origin	14%	26%
Gender		
Female	49.1%	50.0%
Male	50.9%	50.0%
Persons per Household	2.97	2.91
Persons per Family	3.28	3.30
Source: 1990 Census.		

## **B. Housing Unit and Population Projections**

Housing unit and population projections at build-out were prepared based on the Preferred Land Use Plan of the proposed General Plan. The ultimate build-out potential of the City is between 27,853 and 51,555 dwelling units. This figure is provided as a range to reflect development at minimum as well as maximum permitted densities. Utilizing a generation factor of 2.83 persons per dwelling unit, this corresponds to a population between 78,671 and 145,650 persons. Table 4-2A summarizes the number of dwelling units and projected population by residential designation. Projections for the Sphere of Influence and Environmental Study Area are also shown in Table 4-2A.

The City has established target development density/intensity standards for some residential designations and all non-residential land use designations. Future residential development for Very Low, Low and Low Medium designations is expected to occur at target density levels shown in Table 4-2B. Development at a density between the target and maximum level for these designations may occur at the discretion of the Planning Commission/City Council in exchange for special public benefits. A target density standard is not applied to the Medium (8 - 12 du/ac) and High (13 - 20 du/ac) density designations.

Table 4-2B shows the number of dwelling units and projected population at build-out. As shown, development of target densities will yield 39,658 dwelling units at build-out, and a population of 112,254 in the City. Projected dwelling units and populations are also provided for the Sphere of Influence and Environmental Study Area.



**Table 4-2A**  
**Temecula General Plan**  
**Land Use Plan Residential Development Statistical Summary (Range)**

Land Use Designations	Density DU/AC	CITY AREA			SPHERE of INFLUENCE			ENVIRONMENTAL STUDY AREA		
		Acreage	Dwelling Units (Range)	Population <sup>1</sup> (Range)	Acreage	Dwelling Units (Range)	Population (Range)	Acreage	Dwelling Unit (Range)	Population (Range)
Hillside	0 - .1	264	0 - 26	1,927 - 3,857	3,303	0 - 331	937	n/a	-	--
Very Low	.2 - .4	3,407	681 - 1,363	337 - 1,341	2,279	456 - 912	1,290 - 2,581	3,552	711 - 1,421	2,012 - 4,021
Low	.5 - 2	237	119 - 474	337 - 1,341	1,306	653 - 2,612	1,848 - 7,392	159	80 - 318	226 - 900
Low Medium	3-6	5,140	15,420 - 30,840	43,639 - 87,277	4,075	12,225 - 24,450	34,597 - 69,194	685	2,055-4,110	5,815 - 11,631
Medium	7-12	772	5,404 - 9,264	15,293 - 26,217	490	4,837 - 8,292	13,689 - 23,466	479	3,353 - 5,748	3,189-5,467 9,489 - 16,267
High	13-20	475	6,175 - 9,500	17,475 - 26,885	191	2,483-3,820	7,026 - 10,811	114	1,482 - 2,280	4,194 - 6,452
Subtotal		10,295	7,853 - 51,555	78,671 - 145,650	11,554 11,644	20,654 - 40,217	58,450 - 114,381	4,989	7,681 - 13,877	21,736 - 39,271

<sup>1</sup> Factor of 2.83 persons per household utilized. This factor is less than the persons per household reported by 1990 Census, as it assumes a vacancy rate of 5 percent at build-out.



**Table 4-2B**  
**Temecula General Plan**  
**Land Use Plan Residential Development Statistical Summary (Target Density)\***

Land Use Designations	Target Density	CITY AREA			SPHERE of INFLUENCE			ENVIRONMENTAL STUDY AREA		
		Acreage	Dwelling Units	Population	Acreage	Dwelling Units	Population	Acreage	Dwelling Unit	Population
Hillside	.1	264	26	73	3,303	330	933	n/a	--	--
Very Low	.3	3,407	1,022	2,892	2,279	683	1,932	3,552	1,065	3,013
Low	1.3	237	308	872	1,306	1,697	4,802	159	208	589
Low Medium	4.5	5,140	23,130	65,480	4,075	18,338	51,897	685	3,082	8,722
Medium	NA <sup>2</sup>	772	7,334	20,755	490	4,655	13,174	479	4,551	12,879
High	NA <sup>2</sup>	575	7,838	22,182	191	3,151	8,917	114	1,881	5,323
<b>Subtotal</b>		<b>10,295</b>	<b>39,658</b>	<b>112,254</b>	<b>11,644</b>	<b>28,854</b>	<b>81,655</b>	<b>4,989</b>	<b>10,787</b>	<b>30,526</b>

1 Factor of 2.83 persons per household utilized. This factor is less than the persons per household reported by 1990 Census, as it assumes a vacancy rate of 5 percent at build-out.

2 The probable or average density of development within the Medium and High Density designations is 9.5 du/ac and 18.5 du/ac, respectively. These probable densities are assumed in projecting future dwelling units and population, and analyzing the impacts of the General Plan.

### C. Employment Trends

Temecula's job base has increased greatly during the 1980s. The number of jobs in Temecula increased from about 4,000 in 1983 to more than 15,000 by 1992. This growth represents an annual growth rate of about 18 percent, which is significantly higher than growth rates for both the Riverside-San Bernardino Metropolitan Area and Southwest Riverside County. Based on economic trends and projections for the Southern California region, the number of jobs in the Temecula area is projected to increase between 30,000 and 53,000 by 2010.

Temecula's manufacturing base has shown strong growth in the high technology industries this past decade. The services sector, particularly business and professional services, has also shown strong growth during this period. Table 4-3 identifies the top private and public employers in the City of Temecula, and the number of respective employees.

<b>Table 4-3</b> <b>City of Temecula</b> <b>Major Private and Public Employers</b>	
Employer	Number of Employees
<b>Private</b>	
Advanced Cardiovascular System	950
Hudson Repository Care	500
International Rectifier/Hexfet	450
Inland Valley Regional Medical Center	350
Fallbrook Hospital District	315
Bianchi International	220
Opto 22	200
Temecula Creek Inn	193
Borg Warner (BW/IP)	170
Ranpac Engineering	150
Rancon Financial	142
California Curves	100
American Industrial Manufacturing	87
<b>Public</b>	
Temecula Valley Unified School District	665
Rancho California Water District	128
City of Temecula	80
Police Department	31
Fire Department	33
Source: City of Temecula, May 1992.	

As shown in Table 4-3, the largest private employers in the City are those related to high technology industry, and in particular the medical industry. High technology industry is dependent on a skilled labor force, and according to the Temecula Valley Chamber of Commerce's Community Economic Profile, the majority of the labor force has either a bachelor degree or received technical school training. Temecula Creek Inn which is a prominent component of the City's tourist industry, is the largest service-oriented employer. Temecula Valley Unified School District is the largest public employer, with over 600 employees.

## D. Household Characteristics

### 1. Average Size

1990 Census indicates that the average household size for the City of Temecula was 2.97 persons. This figure is slightly higher than the average household size for both the incorporated and unincorporated portions of Riverside County of 2.91 persons. According to the Department of Finance, the average household size in 1991 for Temecula and Riverside County is 3.0 and 2.9 respectively.

### 2. Income

The median income for the 1991 Fiscal Year for the Riverside-San Bernardino Metropolitan Statistical Area, which includes the City of Temecula, is \$36,000. The median income is less than that estimated for the nation and the State of California. The Department of Housing and Urban Development estimates the national median income at \$38,000 and State median income at \$42,700.

Table 4-4 shows the number of households in the City by 1989 income, as reported in the 1990 Census. The median household income was reported at \$44,270, and is significantly higher than the 1991 median income estimate for all of Riverside County at \$36,000.<sup>3</sup>

<b>Table 4-4</b> <b>City of Temecula</b> <b>1990 Estimate of Household Income</b>		
Income Category	Households	Percent of Total Households
0-14,999	929	10.1
15,000-29,999	1,672	18.2
30,000-49,999	2,751	30.0
50,000-79,999	2,277	24.9
75,000-and up	1,535	16.8
Median Income \$44,270		
Average Income \$49,894		
Source: 1990 Census		

<sup>3</sup>

The household income data shown in Table 4-4 is derived from self-reported Census questions regarding 1989 income. The median income estimate for Riverside County is for the year 1991. Therefore, the comparison between Temecula and Riverside County median income is only of a general nature, and cannot account for the difference in time periods.



To calculate existing and future housing need by income level, the following household income classifications are established by State Law:

Very Low	-	less than 50% of median income
Lower	-	50% - 80% of median income
Moderate	-	80% - 120% of median income
Above Moderate	-	more than 120% of median income

Low - a combination of very low and lower households

The area median income established by HUD, \$36,000 was utilized in calculating the number of households by income group. This method is consistent with definitions of low-and moderate-income households used in various Federal and State housing programs, e.g., Section 8 and State Density Bonus Law.

To estimate the number of Very Low, Lower, Moderate and Above Moderate income households in the City of Temecula, the 1990 household income estimates derived from Census data, and shown in Table 4-4 were used. Table 4-5 provides a break-down of Temecula households in terms of the four income classifications.<sup>4</sup>

<b>Table 4-5</b> <b>City of Temecula</b> <b>1990 Number of Households by Income Group</b>				
Income Group	Income Classification as Percent of County Median Income	Income Criteria	Number	Percent
Very Low Income	less than 50%	less than \$18,000	1,210	13.2
Lower	50%-80% income	\$18,000-28,800	1,299	14.2
Moderate	80%-120% income	\$28,800-43,200	1,943	21.2
Above Moderate	greater than 120%	\$43,200 and up	4,712	51.4
<b>Total</b>			<b>9,164</b>	<b>100.00</b>
Median Income for the County of Riverside is \$36,000. Source: 1990 Census and The Planning Center, August 1992				

As shown in Table 4-5, approximately one-quarter of all households in Temecula are classified as low income, or earning less than 80 percent of the median area income. Three-fourths of all households in the City are Moderate or Above Moderate. The Above Moderate category constitutes the largest income category, accounting for slightly more than 50 percent of all Temecula households.

<sup>4</sup>

The income categories shown in Table 4-4, e.g., 0-\$14,999, do not correspond directly to the income criteria for Very Low, Lower, Moderate and Above Moderate income households shown in Table 4-5. In order to estimate the number of households within each of these classifications, the income categories in Table 4-4 were broken down into smaller increments, i.e., a span of \$100. The total households were then allocated to each of these increments, assuming a uniform distribution. The increments were then added according to the income criteria for Very Low, Lower, Moderate and Above Moderate income households.



### 3. Overcrowding

The 1990 Census provides information on the number of households currently experiencing overcrowded housing conditions. Overcrowding is defined as 1.01 or more persons per room, and extreme overcrowding is defined as more than 1.5 persons per room.<sup>5</sup> Data on overcrowding, however is not delineated by type of household or household income. Furthermore, overcrowding must be evaluated in terms of other factors such as cultural expectations, size of rooms, availability and type of common areas or open space, and the age and relationship of persons in the units.

The following table summarizes the number of persons per room in the City and is suggestive of the incidence of overcrowding in Temecula.

<b>Table 4-6</b> <b>City of Temecula</b> <b>Overcrowded Households</b>			
Number of Persons per Room	Rental Units	Owner Units	Total Units
1.1 to 1.5	183	91	274
1.51 or more	138	26	164
<b>Total</b>	<b>321</b>	<b>117</b>	<b>438</b>
Source: 1990 Census.			

As shown in Table 4-6, 438 households in Temecula experience overcrowding as defined by Census. These 438 households represent approximately 5 percent of the total number of households in the City.

In addition to 1990 Census data, the incidence of overcrowding was also discussed with City staff. The code enforcement officer occasionally receives complaints regarding overcrowded housing, and according to this source, the occupants in these units are often migrant farmworkers that labor in the surrounding wineries and other agricultural jobs.

<sup>5</sup>

The following rooms are counted by Census: living; dining; lodger and finished recreation rooms; bedrooms; kitchens and enclosed patios.

## E. Housing Characteristics

### 1. Existing Housing Stock

As of January 1, 1990, a total of 10,659 units comprised the City's housing stock. A breakdown of the City's housing stock is provided below:

<b>Table 4-7</b> <b>City of Temecula</b> <b>Composition of Housing Stock - 1990</b>		
Type	Number	Percent
Single-family	7,314	68.6
2-4 units	269	2.5
5 or more units	2,779	26.1
Mobile Homes	275	2.6
Other	22	.2
<b>Total</b>	<b>10,659</b>	<b>100</b>
Source: 1990 Census.		

As shown in Table 4-7, the majority of the City's housing stock consists of single-family units. Single-family units, which include both attached and detached structures, are dispersed throughout the City. Housing with five or more units comprises the next largest housing stock group, and the greatest concentration of apartment complexes is generally located along Margarita Drive. Heritage Mobilehome Park located in the northeastern corner of the City is the only mobilehome park in Temecula. Finally, there are 22 other housing units. These units are defined by Census as living quarters which are occupied as a housing units, for example railroad cars, campers and vans.

## 2. Tenure

The majority of the housing units are owner-occupied; approximately 64 percent of the housing stock in 1990 was owner-occupied and the remaining 36 percent was renter-occupied. Tenure data by housing type for the City of Temecula are provided below:

Table 4-8 Occupied Housing Units by Tenure					
	Owner-occupied		Renter-Occupied Units		Total
	Number	Percent	Number	Percent	
Single-family	5,559	60.9	927	10.2	6,486
2-4	16	.2	240	2.6	256
5 or more	15	.2	2,103	23.0	2,121
Mobile Homes	208	2.3	41	.4	249
Other	5	.1	13	.1	18
<b>Total</b>	<b>5,803</b>	<b>63.7</b>	<b>3,324</b>	<b>36.3</b>	<b>9,130</b>
Source: 1990 Census.					

The City of Temecula has a slightly higher percentage of renter-occupied units in comparison with the County of Riverside, 36.3 percent versus 32.6 percent respectively. The renter-occupied units do not consist entirely of multi-family units, as shown in Table 4-8, approximately one-half of the renter-occupied units consist of four units or less, and the majority of these units are single-family homes.

## 3. Vacancy Rate

The rate of vacancy is a measure of the availability of housing in a community. This rate also provides an indication of how well the housing supply is meeting housing demand. A low vacancy rate is indicative of a tight housing market and suggests that people may have difficulty finding housing in their price range. Conversely, a high vacancy rate suggests that there is an oversupply of housing, or there is a large supply of undesirable units. A vacancy rate of 5 percent generally indicates an adequate supply of housing in a community.

According to the 1990 Census, the overall vacancy rate for Temecula was 14.3 percent. The vacancy rate for Riverside County was recorded at 16.9 percent. These rates are significantly higher than those of surrounding counties including Orange County at 5.5 percent and San Diego County at 7.8 percent. The relatively high vacancy rate in Temecula, and Riverside County in general, is attributed to the high rate of residential development activity in the area.



#### 4. Housing Costs

Housing costs in Temecula in terms of median value of owned units and contract rent are greater than the rest of the County. As shown in Table 4-9, the median value of owned units in Temecula exceeds that of the County by approximately 38 percent, and the median contract rent exceeds the County by approximately 19 percent.

Table 4-9 Summary of Housing Costs		
Indicator	City of Temecula	Riverside County
Median Value - Owned Units	\$192,000	\$139,100
Median Contract Rent	\$600	\$502
Average Price Asked - For Sale Units	\$228,255	\$186,247
Average Rent Asked - For Rent Units	\$639	\$601
Source: 1990 Census.		

Census data does not disaggregate for-sale units by housing type. In order to determine the cost of housing according to housing type, the average sales price for new residential projects with ten or more units are shown in Table 4-10.

Table 4-10 City of Temecula Average Sales Price*			
2-Bdrm	3-Bdrm	4-Bdrm	5-Bdrm
Attached			
\$106,950	\$134,950	n/a	n/a
Detached			
\$135,914	\$150,942	\$200,816	\$258,865
* Based on new projects with ten or more units. Source: Residential Trends, June 1991.			

As noted in Table 4-9, the median contract rent was \$600. A survey of rent prices for market rate apartment complexes located in the City was conducted in April, 1992.



The range of rental prices by unit type are provided in the Table 4-11.

Table 4-11 Rental Prices of Market Units										
Apartment Complex	Age of Structure	1 Bed		2 Bed		3 Bed		Total Units	Acreage	Density Du/Ac
		Price	Units	Price	Units	Price	Units			
Acacia 29605 Solana	5 yrs.	\$625-635	128	\$775-785	192	none	none	320	16.0	20.0
Margarita Summit 42200 Margarita	5 yrs.	none	none	\$675-770	140	\$850	3	143	17.4	8.2
Morning Ridge 30660 Milky Way	4 yrs.	\$535	48	\$635	152	none	none	200	15.2	13.2
Oak Ridge 42168 Stonewood Rd.	5 yrs.	none	none	\$510-545	318	none	none	318	15.2	21.0
Park Manor 29477-29483 Rancho California	5 yrs.	\$344	280	\$413	120	none	none	400	21.5	18.7
Rancho West 28680 Pujol	4 yrs.	\$470	38	\$530	112	none	none	150	10.5	14.2
Summerbreeze 29489 Via Las Colinas	5 yrs.	none	none	\$680	124	none	none	124	9.5	3.0
Sycamore Terrace 41770 Margarita Terrace	5 yrs.	\$555-570	48	\$600-645	176	none	none	224	12.8	17.5
Temecula Villas 28801 Pujol	5 yrs.	\$427	24	\$514	24	none	none	48	10.9	8.9
Vintage View 29500 Mira Loma	6 yrs.	\$560	84	\$625	136	none	none	220	8.8	25.1
WoodCreek 42200 Moraga	6 yrs.	\$525	172	\$550	110	\$675	62	344	20.7	16.7
<b>TOTAL</b>			822		1,604		65	2,491	158.3	15.7
Note: Temecula Villas consists of 96 units, 48 of which are Section 8 units. The rates for the remaining 48 market-rate units are shown in the table. Rates are not provided for Creekside, Oaktree, or Rancho California Apartments as these complexes are exclusively Section 8 projects. Actual price depends on number of bath, total square footage, location of unit and unit features. Source: The Planning Center, April 1992.										

Utilizing HUD's definition of affordability i.e., 30 percent of monthly household income towards housing costs, an analysis of the number of apartment units that provide affordable rental rates per income group was estimated. In order to relate household size to housing affordability, income levels for both two and four person households were utilized.<sup>6</sup>

<sup>6</sup>

Household income is a function of family size. Households with fewer persons have lower income thresholds in terms of income classifications, e.g., Very Low, Lower. Two and four person households are used in this analysis in order to relate household and unit size to market rate affordability. The median income used in determining future housing need is based on the median income of all households in Temecula, and is not specific to household size.

Table 4-12 shows the maximum rent for a two-person household (provided as a range to provide upper and lower thresholds) that could be charged relative to each income group in order for the unit to be considered affordable.

Table 4-12 Market Rate Affordability of Rental Units: Two Person Household				
Income Group	Yearly Income	Max. Rent <sup>1</sup>	Total Units	Percent of Total Units
Very Low - < 50%	less than \$14,400	< than \$360	280	11
Lower - 50 - 80%	\$14,400-23,050	< than \$575	1,378	55
Moderate - 80 - 100%	\$23,050-28,800	< than \$720	2,156 <sup>2</sup>	86
Above Moderate - 100 - 120%	\$28,800-\$34,550	< than \$860	2,491 (all)	100
<sup>1</sup> Maximum rent calculated by dividing yearly income and multiplying by 30 percent. (30 percent of monthly income on housing costs is an accepted definition of affordable housing.) <sup>2</sup> The 140 two bedroom units located at Margarita Summit are not included in this figure as the upper rent threshold exceeds the maximum rent for Moderate income households. However, it is recognized that a portion of the 140 units would be likely affordable to Lower income households. Source: The Planning Center, August, 1992.				

According to the above analysis, 280 units in the City are affordable to Very Low income, two person households. To fall within an affordable rent range for a two person household earning less than \$14,400, or a Very Low income household, a unit must be priced below \$360. Park Manor is the only complex with units priced within this range. The majority of units that would accommodate two persons i.e., one and two bedroom apartments, are affordable to Lower income; two person households. Moderate and Above Moderate income two person households are availed of most, if not all, rental units at affordable rents including larger units, i.e., three bedroom units which exceed minimum space requirements.

Four person households generally require a two or three bedroom unit. Exact size specifications, as discussed in the Overcrowding analysis, is dependent on the ages of persons in that household. To account for minimum size requirements, the following affordability analysis of market rate rental units is restricted to two and three bedroom units, and does not include the one bedroom units. Table 4-13 shows the market rate of affordability of two and three bedroom units relative to each income classification.



**Table 4-13**  
**Market Rate Affordability of Rental Units: Four Person Household**

Income Group	Yearly Income	Max. Rent <sup>1</sup>	Total Units	Percent of Total Two and Three Bedroom Units
Very Low - < 50%	less than \$18,000	< than \$450	120	7
Lower - 50 - 80%	\$18,000-28,800	< than \$720	1,334 <sup>2</sup>	80
Moderate - 80 - 100%	\$28,800-36,000	< than \$1,080	1,669 (all)	100
Above Moderate - 100 - 120%	\$36,000-\$43,200	< than \$1,080	1,669 (all)	100

<sup>1</sup> Maximum rent calculated by dividing yearly income and multiplying by 30 percent. (30 percent of monthly income on housing costs is an accepted definition of affordable housing.)

<sup>2</sup> The 140 two bedroom units located at Margarita Summit are not included in this figure as the upper rent threshold exceeds the maximum rent for Lower income households. However, it is recognized that a portion of the 140 units would be likely affordable to Lower income households.

Source: The Planning Center, August, 1992.

As shown Table 4-13, a total of 120 units (or seven percent) are affordable to Very Low income four person households. Affordable housing for this group are those units charging rents less than \$450 per month. Such units are located only at Park Manor. The majority of two and three bedroom units, 80 percent, are affordable to Lower income, four person households. As noted in the table, this figure is likely to be higher as it does not include units located at Margarita Summit. All of the two and three bedroom apartment units in the City are affordable to Moderate and Above Moderate four person households.

The above analysis is intended only to provide a general comparison between prevailing rental rates, household size, and income characteristics. The actual affordability of a unit is dependent on the actual income of a household and other factors which influence housing choices such as amenities and deposits/conditions of leases.

## 5. Housing Condition

The majority of the City's housing stock is less than 30 years old - the standard for rehabilitation of units. However, a number of older residential tracts exist in the City. A windshield survey of the older residential portions of the City was conducted to assess the need for rehabilitation and replacement. The assessment was based on exterior ground level inspection, and focused on the identification of units in need of major rehabilitation or replacement.

A unit in need of major rehabilitation was defined as one which, in its present state, materially endangers the health, safety, or well-being of its occupancy in one or more respects, and which is economically feasible to repair. Major structural features such as roofing, exterior walls and porches were assessed in making this determination. A unit in need of replacement utilizes the same standard, with the exception that the unit is not economically feasible to repair.

A number of units near the Old Town, west of the I-15 freeway were characterized as in poor condition, and in need of major rehabilitation or replacement. Approximately six units were determined as in need of replacement, and twelve in need of major rehabilitation. Units in the Old Town area, as well as other pockets of the City, exhibited the need for minor rehabilitation. These units, (approximately seventy-five such units throughout the City) are structurally sound, yet are in need of painting, window repair or overall general maintenance.



### III. HOUSING NEEDS

#### A. Existing Housing Need

##### 1. Overpaying Households (Existing Need)

Existing housing need is defined as the number of resident low income households paying 30 percent or more of their income on housing. The Southern California Association of Governments (SCAG) identifies the existing housing need by jurisdiction in its Regional Housing Needs Assessment (RHNA). The most recent RHNA was prepared in 1988, prior to the City of Temecula's incorporation. The 1988 RHNA was prepared for the housing element cycle beginning the following year, 1989, through the year 1994. Therefore, an estimate of existing housing need was calculated based on a proportion of the unincorporated County's figures.

According to the RHNA, there are an estimated 11,295 households in unincorporated Riverside County that are overpaying for housing. This figure is broken down by income classification as follows: 6,087 Very Low income, and 5,208 Lower Income overpaying households. Utilizing population estimates maintained by the Demographic Division of the Riverside County Planning Department, it was determined that the City of Temecula in 1989 accounted for approximately seven percent of the population for the unincorporated County. Applying this percentage to the total number of overpaying households in unincorporated Riverside County yields 426 Very Low, and 364 Lower Income overpaying households in Temecula.

The City of Temecula will be included as a discrete jurisdiction in the 1993 update of the RHNA. It is expected that the 1993 figures will be more sensitive to the City's households characteristics, and therefore provide a more accurate assessment of overpaying households.

#### B. Special Needs Groups

##### 1. Elderly Households

The special needs of the elderly is a function of their often lower or fixed income. In addition, the elderly maintain special needs in relation to housing construction and location. The elderly often require ramps and handrails to allow greater access and mobility. Locations proximate to public facilities and public transportation facilities is also important to facilitate mobility in the community.

The 1990 Census indicates there were 1,709 persons 65 years of age or older in Temecula, representing approximately 6.3 percent of the total population. In the City of Temecula, approximately 14 percent of all owner households are over 65, and 6.2 percent of all renter households are over 65. The high rate of ownership would appear to place the elderly at an advantage relative to other population groups in terms of housing needs. However, many elderly live on fixed incomes and occupy older homes. These factors make paying for needed home repairs and maintenance difficult.

Obtaining affordable housing is particularly difficult for elderly renters living on a limited, fixed income. First, their incomes do not keep pace with increasing rental prices due to inflation. Second, elderly renters have a more limited range of options to address increasing housing costs compared to homeowners. For example, renters do not have accumulated home equity nor can they typically obtain additional income by subletting their units.

Creekside Apartment on Pujol Street provides 48 senior citizen Section 8 units. As of August 31, 1992, there were seven households in need of rental assistance on the Section 8 waiting list maintained by the County of Riverside Housing Authority. This provides some indication of the need for affordable rental housing for this group. In addition to directly subsidized units, the City should promote living arrangements, such as Second Units and Shared Living, that provide low-cost living alternatives for the elderly.

## **2. Handicapped Households**

Two major housing needs of the disabled are access and affordability. Access is particularly important for the physically handicapped. Physically handicapped persons often require specially designed dwellings to permit access both within the unit as well as to and from the site. The California Administrative Code Title 24 mandates that structural standards of public buildings, including motels and hotels, permit wheelchair access. These standards, however, are not mandatory for either new single or multifamily residential construction.

Like the elderly, the handicapped also have locational needs. Many desire to be located near public facilities, particularly public transportation facilities.

A number of disabled persons receive Supplemental Social Security Income (SSI) and are on fixed incomes. Increasing inflation and housing costs adversely affect these individuals in terms of securing housing.

Census data on the number of handicapped persons in the City of Temecula is not available. According to the Handicapped Law Compliance Office, there are approximately 27,000 handicapped persons in Riverside County. The population of the Temecula, according to 1990 Census data, accounted for approximately 2 percent of the total population in the County. Utilizing this percentage, there are

potentially approximately 540 handicapped persons in Temecula. As of August 31, 1992, there were six households in need of rental assistance on the Section 8 waiting list maintained by the County of Riverside Housing Authority.

### 3. Single Parent Households

The number of single parent households, and female-headed households in particular, has rapidly increased over the past few decades. Divorce has been a major factor in the rise of single parent households. When a couple splits, two households are created, and the money available for each new household for housing is reduced.

The problem of finding affordable housing is exacerbated for female-headed households as the following characteristics prevail in this group: low rate of home ownership, high poverty rate, and lower incomes.<sup>7</sup>

According to the 1990 Census, there are 223 single male parent households, and 530 single parent, female headed households in Temecula.

The Census provides data on the number and type of households in the City that are below the poverty line. Poverty status is a function of the relationship of income to number of children in a household. The average poverty threshold in the 1990 Census was \$12,674 for a family of four. The 1990 Census shows 227 female headed households below the poverty line, or 2.5 percent of all households in the City. This figure represents, at minimum, the number of female headed households that may experience difficulty in obtaining affordable housing.

Alternative living arrangements such as shared living provide low cost housing options for single parent households. In addition, these arrangements can provide support in rearing children.

### 4. Large Households

Large households are defined as households with five or more persons. The 1990 Census reported 1,336 households with five or more persons. Of this total number 911 households were comprised of five persons, 294 of six persons and 131 households of seven or more persons. A breakdown of large households by tenure is provided in Table 4-14.

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<sup>7</sup>

For a discussion of housing needs of women headed households see "Women and Shelter: Needs and Issues; Housing Issues of the 1990s, Eugenie Ladner Birch, edited by Sara Rosenberry and Chester Hartman, Praeger Publishers, 1989.



<b>Table 4-14</b> <b>City of Temecula</b> <b>Large Households by Tenure</b>		
<b>Number of Persons In Household</b>	<b>Owner Occupied</b>	<b>Renter Occupied</b>
Five	664	247
Six	204	90
Seven or more	68	63
<b>Total</b>	<b>936</b>	<b>400</b>
Source: 1990 Census		

Large households are included as a special needs group because they require larger dwelling units. In addition, this special needs group experiences a high incidence of poverty. Difficulties in securing housing large enough to accommodate all members of a household are heightened for renters, because rental units are typically smaller than single-family units.

According to Table 4-11, which lists apartment units by size, there are relatively few units in the City that could accommodate large households, without creating overcrowded conditions. The majority of apartments are one and two bedroom units, which can accommodate no more than 3 and 5 person households respectively to avoid overcrowding, as defined by Census.<sup>8</sup> There are only a total of 65 three bedroom rental apartment units in the City, which could provide sufficient space to accommodate other large households. In terms of households in need of affordable housing, the Housing Authority and Section 8 property managers note a strong demand for Section 8 assisted, two and three bedroom units. As of August 31, 1992, there were six large households in need of rental assistance on the Section 8 waiting list maintained by the Riverside County Housing Authority. This provides some indication of the need for affordable rental housing for this group.

## 5. Farm Workers

Agriculture is a predominant industry in Riverside County, and the area is divided into four distinct agricultural districts. The City of Temecula is located within the San Jacinto/Temecula agricultural district. The 1990 Census reports 339 persons employed in farming, forestry and fishing occupations. There are no current agricultural operations in the City, but nearby wineries represent an employment base for migrant farmworkers.

<sup>8</sup>

A one bedroom unit is assumed to have one kitchen, one dining and one living area for a total of four rooms; and a two bedroom unit is likewise assumed to have one kitchen, one dining and one living area for a total of five rooms. See Section IV.D.3 for discussion of overcrowding.



Several farmworker advocacy groups were contacted in preparation of the Housing Element for information on the number of farmworker households within the City, as well as the housing needs of this group, including the California Rural Assistance League, County of Riverside Community Action Agency and Housing Authority and Coachella Valley Housing Coalition. These organizations address the needs of farmworkers throughout the County and do not maintain statistics for individual jurisdictions. It is estimated that there are 30,000 farmworkers in the County in need of seasonal housing.

The need for farmworker housing, documented throughout the County, indirectly impacts the City in terms of overcrowding (see Chapter II.D.3.), and the homeless population (see discussion below). According to the City Code Enforcement Officer, migrant farmworkers often double up in apartment units during harvest season, resulting in overcrowded conditions. However, such overcrowded apartments are a very minor problem in Temecula according to the Officer.

## **6. Homeless**

The homeless population refers to persons lacking consistent and adequate shelter. Homeless persons can be considered resident (those remaining in an area year-round), or transient. Emergency and transitional shelters can help to address the needs of the homeless. Emergency shelters provide a short-term solution to homelessness and involve limited supplemental services. Transitional shelters, in contrast, are directed towards removing the basis for homelessness. Shelter is provided for an extended period of time, and is combined with other social services and counseling to assist in the transition to self-sufficiency.

According to the 1990 Census, there were no homeless persons reported visible on street locations in Temecula. However, the County of Riverside Department of Community Action estimates that there are 90 to 106 homeless persons in the Temecula area. Of these figures, approximately 25 to 30 are living "on the streets".<sup>9</sup> The remaining homeless live in overcrowded homes and motels.

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<sup>9</sup>

This term also refers to persons living in cars, abandoned houses, vacant lots, under bridges and in the creekbed.

## C. Future Housing Need

### 1. Units Eligible for Conversion

In 1989, the Government Code was amended to include a requirement that localities identify and develop a program in their Housing Elements for the preservation of affordable multifamily units assisted under various federal, state and/or local programs. In the preservation analysis, localities are required to provide an inventory of assisted, affordable units that are eligible to convert to market rate within ten years. An estimate of the cost of preserving versus replacing the units is also conducted as part of the analysis. Cities/counties are also directed to develop programs towards the preservation of the assisted units.

The California Housing Partnership Corporation provides an inventory of federally subsidized rental units at risk of conversion. The 1991 Update, which identifies units at risk through the year 2008, identifies apartment complexes in Temecula. Multifamily units receiving bond financing were identified through the Riverside County Administrative Office (CAO), and federally assisted units in Temecula were provided through HUD.

#### Inventory of Assisted Units

Table 4-15 identifies all of the assisted units in the City, and their termination eligibility dates.

<b>Table 4-15</b> <b>City of Temecula</b> <b>Assisted Units at Risk of Conversion</b>					
<b>Project</b>	<b>Location</b>	<b>Type of Unit</b>	<b>Form of Assistance/</b>	<b>Total Units</b>	<b>Earliest date of Subsidy Termination</b>
Creekside	28955 Pujol St. 92590	Senior Apt.	FMHA New Con. Section 515	48	8/27/2037
Oaktree	42176 Lindley Lane 92390	Family Apt.	FMHA New Con. Section 515/Section 8	40	8/8/2034
Rancho California	29210 Stonewood Rd. 92390	Family Apt.	Section 8 New Con.	55	2004
Temecula Villas	28837 Pujol St. 92590	Family Apt.	Section 8 New Con.	48	1/29/1995
Woodcreek	4220 Morago Rd. 92591	Family Apt.	Mortgage Revenue Bond	71	3/31/2003
Source: Inventory of Federally Subsidized Low-Income Rental Units at Risk of Conversion, California Housing Partnership Corporation, 1991. The Use of Housing Revenue Bond Proceed - 1990, California Debt Advisory Commission. County of Riverside Administrative Office.					

As shown in the above table, there are a total of 262 assisted multifamily units in Temecula. Of this total, 119 units located at Temecula Villas and Woodcreek Apartments, are eligible to convert to market rate within ten years, i.e. by the year 2003. The units at Rancho California are eligible to convert the following year, 2004. The termination dates for Oakwood and Creekside Apartments are more than twenty years henceforth.

### Risk of Conversion

#### **Temecula Villas**

Temecula Villas is a project-based Section 8 complex. Under this program, the federal government pays the difference between a tenant's rent contribution (30 percent of monthly income) and the fair market rent (FMR) set by HUD for the area. Tenants eligible to occupy Section 8 units are Very Low income households, or households earning less than 50 percent of the County median income.

As noted in Table 4-15, the earliest date the 48 units can convert to market rate is in January of 1995. At that time, the property owner can opt out of the Section 8 program or renew its contract for another five years. The primary incentive for Section 8 property owners to opt-out is the higher rent that could be achieved for the Section 8 units at market value.

If the property owner chooses to terminate the Section 8 contract, a Notice of Intent (NOI) must be filed with HUD that indicates the owner's intent to convert the units to market rate. Failure to file a NOI within the specified timeframe, or follow the procedures to opt-out of the Section 8 contract results in an automatic contract roll-over for five years.

Pursuant to Section 65863.10 of the Government Code the property owner of Temecula Villas must also provide six months advanced notification to each tenant household residing in the assisted development if he/she intends to terminate its Section 8 contract. The notice is required to indicate the anticipated date of conversion and anticipated rent increase. The property owner is also required to serve notice to the City of Temecula.

HUD may offer several incentives to property owners to remain in their contracts including re-financing the property mortgage, and establishing higher rents charged for the project.



## Woodcreek

The 71 assisted units at Woodcreek Apartments are required as a condition of receiving Multi-family Mortgage Revenue Bond Financing from the County of Riverside. These units are eligible to convert to market rate in March, 2003. These rent restricted units do not have noticing requirements, nor are they regulated by any of the requirements regarding preservation of affordable units under the Federal Low Income Housing Preservation and Resident Homeownership Act (LIHPRA).

The potential for these units to convert to market rate is high. These locally assisted units are not eligible for any of the incentives that HUD may offer to federally assisted units. In addition, the State nor County of Riverside have mechanisms that serve to induce property owners to continue to restrict the rents on these units.

### Cost of Preservation versus Replacement

The cost of preserving the 119 assisted units is estimated to be less than replacing these units through new construction. To estimate construction costs, a hypothetical 119-unit complex was developed utilizing the following assumptions:

#### Preservation Cost

HUD will provide financial incentives for the owner of Temecula Villas to remain in the Section 8 contract. These incentives range from mortgage refinancing to establishing higher rents charged for the assisted units. Should the property owner agree to remain in the Section 8 contract in exchange for these incentives, the City of Temecula would not be required to commit local funding to preserve the units.

The cost of providing subsidies to tenants living at Woodcreek Apartments would be approximately \$1,775 per month, or \$21,300 per year. Rents for the 71 low-income units at this complex are reduced \$25. The monthly subsidy required by the City is the product of the number of assisted units (71) and the subsidy (\$25).

#### Replacement Cost

##### Unit Size/Type

Temecula Villas and Woodcreek Apartments consists of one- and two-bedroom units. According to the Riverside County Housing Authority, one-bedroom units serve a limited population, and therefore are not typically included in their projects. The hypothetical project consists of two-bedroom units, 650 square feet in size.

Land Costs

The land costs were assumed to be \$600,000 for the hypothetical development. The maximum density permitted under the Preferred Land Use Plan is 20 units per acre. To accommodate 119 units, a 6 acre site is required. The current price for raw land is \$100,000-150,000 per acre (as discussed in Section V.B.1. of this element). The lower end of the price range was utilized in this analysis, i.e., \$100,000.

Construction Costs

According to the Riverside Housing Authority, construction costs vary depending on whether the project is HUD sponsored/related, or developed by a private non-profit organization. Construction costs for HUD sponsored/related projects are estimated at \$70 per square foot. In contrast, costs for private non-profit projects could be as low as \$40 per square foot. The wage scales used by HUD for its development projects account for the significant difference in construction costs.

Site Improvement

Improvement costs were estimated at \$2,000 a unit. This cost represents the average cost of site improvements in the County. Special features, such as landscaping, could increase this cost. Development fees were assumed to be waived for the project.

The following table summarizes the costs associated with replacing the 119 assisted units that are eligible to convert to market rate units within ten years. Estimates are provided for both HUD sponsored/related projects and private non-profit housing corporation projects.

<b>Table 4-16</b> <b>City of Temecula</b> <b>Cost Per Unit of Replacing Assisted Housing</b> <b>Eligible to Convert to Market Rate</b>		
Factor	HUD Sponsored/Related	Private Non-profit
Land	\$5,042	\$5,042
Improvements	\$2,000	\$2,000
Construction	\$45,500	\$26,000
<b>TOTAL</b>	<b>\$52,542</b>	<b>\$33,042</b>
Source: The Planning Center and County of Riverside Housing Authority.		

As shown in Table 4-16, the cost of replacing assisted units is \$52,542 per unit for a HUD sponsored/related project. The aggregate cost to construct a 119-unit complex is approximately \$6.2 million. A private non-profit housing corporation may be able to construct this complex for approximately \$3.9 million.

Preserving the assisted units can be accomplished through purchase of the complex by a non-profit organization. This preservation method would eliminate the costs cited above and would eliminate displacement of households while the complex is constructed.

### Resources for Preservation

There are two types of resources that can be engaged in efforts to preserve the assisted, affordable units: City funding and non-profit entities that have the capacity to acquire and manage assisted affordable units.

The City currently has accrued a \$1.4 million redevelopment set-aside obligation. The City has not yet allocated any of these funds. The development of an expenditure plan for these monies is part of the Housing Plan, (Program D.2.) As noted in the Redevelopment Set-Aside program description, the expenditure plan will give priority to rehabilitation of low- and moderate-income units, preservation of assisted units, and construction of affordable housing.

Through the Community Development Block Grant (CDBG) program, HUD provides funds to local government for a range of community development activities that benefit lower income households. Cities with a population of 50,000 or more are entitlement cities and can administer CDBG funds. Non-entitlement cities must rely on the local housing authority for administration of funds. The City of Temecula is a non-entitlement city, and therefore receives CDBG funding through the Riverside County Housing Authority.

The City of Temecula received \$173,700 in CDBG funds for the 1991-1992 Fiscal Year. The focus of CDBG allocations has been on infrastructure improvements and community service programs. Future CDBG funds represent an additional monetary resource for preservation efforts.



Non-profit entities listed in Entities Interested in Right of First Refusal Program were contacted to gauge their interest and capability in acquiring and/or managing units at risk of conversion.<sup>10</sup> A listing of these entities is included as Appendix B. As part of the Preservation of At-Risk Units Program (D.1), the City of Temecula will work with these non-profit organizations, as well as any other that are subsequently identified, in preserving affordable units in the City.

## 2. Future Housing Need

State Housing Law requires the Southern California Association of Governments (SCAG) to identify future housing need for the period from July 1, 1988 to July 1, 1994. The City of Temecula incorporated after SCAG prepared its RHNA which contains the future housing needs allocation by jurisdiction. HCD has indicated that in such an event, the jurisdiction can determine its own future housing need, provided that the need is not less than the growth planned for by the County, prior to incorporation.

In determining the future housing need, the City utilized the methodology employed by SCAG in its RHNA. This methodology takes into account the following considerations: the expected growth in the number of households; the need to achieve ideal vacancy rates; and compensation for anticipated demolition. In addition, an adjustment for avoidance of impaction is made to the distribution of household income.

Utilizing SCAG's methodology, the City's future housing need, to be met through new construction, was determined at 870 units. While the City is experiencing rapid growth, and would therefore be expected to have a higher future need, the high vacancy rate impacted the future need calculation significantly. The assumptions and methodology are provided in the Appendix.

The planning period for housing elements is established at five years by housing element law. However, the City is preparing its first Housing Element in the middle of the SCAG planning period. The planning period for this Element is two years and addresses the remainder of the 1989-1994 Housing Element Cycle for the SCAG region.

Table 4-17 identifies the future housing need by income group for the period 1992 to July, 1994.

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<sup>10</sup>

This listing was compiled by HCD and identifies entities which have expressed an interest in acquiring assisted units at-risk of conversion that are subject to federal prepayment requirements. None of the projects in Temecula have prepayment options, however, this listing is useful in identifying entities that are capable of acquiring/managing any assisted units eligible to convert to market rate.

**Table 4-17**  
**City of Temecula**  
**Future Housing Need: 1992-1994**

Income Group	Number of Housing Units	Percent
Very Low	129	14.8
Lower	137	15.8
Moderate	171	19.6
Above Moderate	433	49.8
<b>TOTAL</b>	<b>870</b>	<b>100.00</b>
Updated August 1992, based on 1990 Census data on household income and resulting income classification analysis, see Table 4-5.		

Cities and counties in SCAG's jurisdiction are required to update their housing elements by July 1, 1994. Accordingly, SCAG will be updating the RHNA by July 1993. The City of Temecula will be included in the next RHNA and therefore, subsequent updates will reflect the five-year planning period requirement.

## IV. RESOURCES

### A. Vacant Land

The vacant land inventory was conducted as part of the formulation of the General Plan Preferred Land Use Plan. The City of Temecula has a substantial amount of vacant, developable residential land. As shown in Table 4-18, development of this land at target densities could result in 26,586 additional dwelling units within the City. The vacant land inventory identifies adequate sites to accommodate development of housing that meet the future housing need estimated at : Very Low; 137 Lower; 171 Moderate; and 433 Above Moderate income households. The proposed zoning designations for residential uses are consistent with the General Plan residential designations, as discussed further in Section V of the Element.

<b>Table 4-18</b> <b>City of Temecula</b> <b>Future Dwelling Unit Projections</b>				
Residential Land Use	Density Range (DU/AC)	Target Income Group	Residential Vacant Land (Acres) <sup>1</sup>	Future Dwelling Unit Estimate <sup>2</sup>
Hillside	0 - .1	Above Moderate/ Moderate	250	25
Very Low	.2 - .4	Above Moderate/ Moderate	1,848	554
Low	.5 - 2	Above Moderate/ Moderate	123	160
Low Medium	3 - 6	Moderate	3,481	15,665
Medium	7 - 12	Moderate	488	4,638
High	13 - 20	Lower/Very Low	336	5,544

<sup>1</sup> Vacant land average rounded to the nearest whole number.  
<sup>2</sup> Future Dwelling Unit Estimate calculated based on the target or probable level of development within the density range. The target densities are identified in Table 4-2A.

The residential densities identified in the Land Use Plan are generally lower than other urbanized areas primarily due to the existing rural nature of the community. The abundance of relatively cheap land in Riverside County has allowed for the development of housing that sells for less than the housing in Orange, Los Angeles and San Diego counties. In addition, the rental survey demonstrates that households earning the income limit for Lower income households can afford the majority of current multi-family rental housing at market rate. The net density of the apartment complexes identified in Table 4-11 ranges from 8.2 to 25.1 du/ac. The majority of these complexes fall within the General Plan's High Density designation (13 - 20 du/ac). Provision for exceeding this maximum are discussed below. Over 80 percent of the apartment complexes in the rental survey were constructed between four and five years ago, which is one indicator of the density ranges needed to produce affordable housing in the current market. Continued multi-family development would likely continue serving Lower income households. Development of housing affordable to low income groups, earning less than 80 percent of the area median income, is attainable within densities lower than that required in other areas to facilitate the production of low income housing.



As discussed above, development of rental housing at low medium, medium and high densities (3-6 du/ac, 7-12 du/ac, and 13-20 du/ac, respectively) could provide housing affordable to low income groups. However, the difficulties of producing housing affordable to Very Low income households, i.e., below 50 percent of the median income, is acknowledged.

Several mechanisms can effectively increase the density of development on vacant land, and thereby provide housing opportunities for low income households. First, the City will grant a 25 percent density bonus for developers that provide affordable housing as required under certain conditions by the State Density Bonus Law. This would yield a permitted density of up to 25 units per acre. Development of housing in the Village Centers also provides additional opportunities for development of low-income housing. A number of Village Centers are designated throughout the General Plan Study Area. The intent of the Village Center Concept is to provide opportunities for development of mixtures of commercial and residential uses that will minimize vehicle trips, avoid sprawling commercial development patterns, and provide incentives for high quality urban design. One of the criteria for considering density/intensity in the Village Centers is the provision of affordable housing. The higher floor area ratios and residential density permissible in these areas facilitate production of affordable housing. Joint parking is another feature of the Village Centers that could effectively reduce the cost of development, thereby increasing the feasibility of low-income housing. Access to transit alternatives is also an important consideration in development of affordable housing. A primary objective for establishing the Village Centers is the creation of adequate residential densities and mixtures in land uses that could support the linkage of the centers with mass transit facilities.

City policies require that community sewer, water and adequate streets be provided to all new development. Extension of existing sewer, water, and street systems can be easily accommodated throughout most of the City. The Medium and High Density residential designations are generally located within infill areas or Specific Plan Areas. In infill areas, the infrastructure is currently located adjacent to the vacant residential lands. Although there are two partially developed areas within the City where sewer service is unavailable, these areas have a Very Low density residential designation which is appropriate for the carrying capacity of the land. The majority of future residential will be developed within Specific Plan Areas, where the extension of sewer, water, streets and other public facilities will be completed as needed to serve development.

## **B. Redevelopment Potential**

The County of Riverside established a Redevelopment Project Area in Temecula, prior to the City's incorporation. The Redevelopment Project Area is located in the northwestern portion of the City, and encompasses Old Town, as well as several, older residential neighborhoods. These neighborhoods are in need of rehabilitation, and this can be achieved through rehabilitation and/or replacement of residential structures in the Project Area.

The Redevelopment Plan sets forth provisions related to low-and moderate-income housing. These requirements address replacement housing, new and rehabilitated units in the project area, and the tax-increment set-aside fund.

## **C. Annexation**

The Sphere of Influence is the unincorporated area in Riverside County, adjacent to the City, that may be ultimately annexed by Temecula. The Sphere of Influence is approximately 24 square miles. In terms of residential potential, five Specific Plan projects, that have received approval from the County are located within the Sphere of Influence. These large-scale residential projects could yield over 13,000 residential units, and constitute a significant source of sites to satisfy future housing needs.

## **D. Opportunities for Energy Conservation**

There are many opportunities for conserving energy in new and existing homes. Construction of energy efficient buildings does not lower the price of housing. However, housing with energy conservation features should result in reduced monthly occupancy costs as consumption of fuel and energy is decreased. Similarly, retrofitting existing structures with energy-conserving features can result in a reduction in utility costs. The County of Riverside Department of Community Action receives grants to assist low income and disabled persons with utility payments and weatherization of homes.

## V. CONSTRAINTS

### A. Governmental Constraints

Governmental constraints are policies, standards or requirements imposed by the various levels of government on development. Although federal and state agencies play a role in the imposition of governmental constraints, these agencies are beyond the influence of local government and are therefore not addressed in this document. The following factors constrain the maintenance, improvement, and/or development of housing in Temecula: land use controls; building codes; processing procedures; and development fees.

#### 1. Zoning Code

The General Plan is the foundation of all land use controls in a jurisdiction. The Land Use Element identifies the location, distribution and intensity of land uses in the City. The primary instruments for implementing the General Plan will be the Zoning Code and Subdivision Ordinance. The current Zoning Code being used by the City is the County of Riverside's Ordinance 348. The City is currently preparing a Development Code which will be consistent with its General Plan. For purposes of the Housing Element, an analysis of the Draft Temecula Development Code is provided. This analysis may be further refined during the next Housing Element update, when the Development Code will be adopted. The current Subdivision Ordinance being used by the City is the County of Riverside's Subdivision Ordinance 460. The City expects to continue to rely on the County's Code for at least the next fiscal year.

The proposed Temecula Development Code incorporates residential standards that will enable the continued development of higher density projects as constructed under the County's Zoning Code and Subdivision Ordinance. The proposed Development Code contains seven residential classifications, which cover the six General Plan Land Use designations. The land use controls permit by right single family residences in all zones except the Medium and High Density categories. Townhomes, multifamily housing, and mobile homes are permitted by right in the Low Medium, Medium, and High Density zones. In addition, the Code provides for a Village Center Overlay and a Planned Development Overlay. The Development Code regulates such features as building height and density, lot area, setbacks, and open space requirements per zoning district. The overlay zones are a special designation which are subject to site-specific regulations.

Approval for development in the Village Center Overlay requires satisfaction of performance standards articulated in the Development Code. These standards reflect a focus on unique and creative development that promotes integration of retail, open space and residential uses. Diversity of housing, including affordable housing is one factor in the performance standards. The Planned Development Overlay also provides flexibility in development standards. Development standards for the seven residential zoning classifications are provided in Table 4-19.



**Table 4-19**  
**Draft Residential Development Standards**

Draft Residential Development Standards	HR	VL	L-1	L-2	LM	M	H
Minimum Lot Area	10 acres	2.5 acres	1.0 acre	.5 acre	7,200 s.f.	7,200 s.f.	7,200 s.f.
Minimum Average Net Lot Area per Dwelling Unit	10 acres	2.5 acres	1.0 acre	.5 acre	7,200 s.f.	3,600 s.f.	2,400 s.f.
Maximum Dwelling Units Per Acre	.1	.3	1.0 acre	1.3	4.5	12	20
<b>LOT DIMENSIONS</b>							
Minimum Width at Required Front Setback Area	100 ft.	100 ft.	70 ft.	50 ft.	50 ft.	40 ft.	30 ft.
Minimum Average Width	100 ft.	80 ft.	70 ft.	60 ft.	50 ft.	50 ft.	50 ft.
<b>SETBACKS<sup>3</sup></b>							
Minimum Front Yard	40 ft.	25 ft.	25 ft.	25 ft.	20 ft.	20 ft.	20 ft.
Minimum Corner Side Yard	40 ft.	15 ft.	15 ft.	15 ft.	15 ft.	15 ft.	15 ft.
Minimum Interior Side Yard <sup>3</sup>	10 ft.	10 ft.		10 ft.	Variable <sup>3</sup>	Variable <sup>3</sup>	Variable <sup>3</sup>
Minimum Rear Yard	20 ft.	20 ft.	20 ft.	20 ft.	20 ft.	20 ft.	20 ft.
<b>MAXIMUM HEIGHT</b>							
	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.	40 ft.	50 ft.
<b>MAXIMUM % OF LOT COVERAGE</b>							
					35%	35%	30%
<b>OPEN SPACE REQUIRED</b>							
	90 %	70 %	60%	60%	25 %	25%	30%
Private Open Space/Per Unit	2000	1500	1250	1000	300	200	150

**Notes:**

1. **Senior Citizen Housing or Congregate Care Facilities:** permitted up to 30 DU/AC in the H District, 18 DU/AC in the M District, and 12 DU/AC in the LM District.
2. **Variable Setbacks:** In order to allow for a more interesting visual image and more flexible site planning variable setbacks may be permitted in the L-2, LM, M and H districts. Front yard setbacks shall have an average of at least twenty feet. Garages with entrances not facing the front yard area may be setback a minimum of 10 ft. Other portions of a structure may have a front yard setback of a minimum of ten feet; however, the average setback of twenty feet shall be maintained.
3. **Variable Side Yard Setbacks:** Variable side yard setbacks may be permitted provided the sum of the side yard setbacks is not less than fifteen feet and the distance between adjacent structures is not less than ten feet. This permits a zero lot line arrangement with a zero setback on one side yard and fifteen feet on the opposite side yard.

Source: The development standards are based on the Draft Development Code dated March 1993, prepared by The Planning Center.

Development standards may add to the cost of housing because the standards may necessitate additional construction and building materials and labor. These standards are enacted for the protection of the community's health, safety and welfare.

Modification or flexibility in development standards can reduce the cost of housing construction, which may in turn, result in lower housing prices. In Temecula's proposed Development Code, variable setback standards are allowed, which provides more flexibility in site planning, particularly on irregularly shaped parcels. In addition, residential development in both the Planned Development and Village Center Overlay Zones can take advantage of even greater flexibility in development standards for these areas. It is expected that development under these standards will promote a wider range of housing opportunities in comparison to the traditional zoning districts. The identification of affordable housing as a factor in the performance standards for the Village Center Overlay provides a mechanism for the realization of this objective.

Parking requirements in the Draft Development Code call for two covered spaces per single family residence with three or fewer bedrooms, and three covered spaces for a single family residence with four or more bedrooms. Parking requirements for multifamily housing are generally two spaces per unit, with an additional requirement of one guest space per every four units. Parking requirements for Senior Citizen housing and Congregate Care are reduced to .5 spaces per unit and one space per five units for guest parking. Temecula's draft standards are comparable to other cities in Riverside County and are not identified as a constraint to development.

## **2. Subdivision Ordinance**

State law requires local governments to adopt a Subdivision Ordinance. The Subdivision Ordinance governs the process of converting raw land into development sites.<sup>11</sup> State Law grants local governments the authorities to regulate the design and improvements of subdivisions and to impose dedication and exactions on developers. The Subdivision Map Act establishes statewide uniformity in local subdivision procedures; standards for design and improvements are left to local government discretion. As noted above, the Subdivision Ordinance being used by the City is the County of Riverside's Subdivision Ordinance 460.

The Subdivision Ordinance like all land use controls, can be so restrictive as to increase cost of development and stifle development interest. The Subdivision Ordinance used by the City is the same or similar to the requirements imposed by many other local governments in Riverside County, and therefore does not pose any special constraints on the production of housing. Temecula conforms to the procedural requirements established in the Subdivision Map Act and does not impose additional requirements.

## **3. Building Codes**

Building Codes regulate the physical construction of dwellings and include plumbing, electrical and mechanical divisions. The purpose of the Building Code and its enforcement is to protect the public from unsafe buildings and unsafe conditions associated with construction. The City of Temecula enforces the Uniform Building Code as established by State Law. State affords local government with some flexibility when adopting the uniform codes: the building codes can be amended based on geographical, topological or climatological considerations. Further State Housing Law provides that local building departments can authorize the use of materials and construction methods other than those specified in the uniform code if the proposed design is found to be

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<sup>11</sup> Note: Condominium and stock cooperative conversions are also subject to the Subdivision Map Act,



satisfactory and the materials or methods are at least equivalent to that prescribed by the building codes. The Building Code adopted by Temecula is similar to those used by other local governments, and therefore does not pose any special constraints on the production or cost of housing.

#### 4. Processing Procedures

The California Government Code establishes permitted time periods for local agencies to review and act upon private development proposals. These time restrictions are identified in Table 4-20. Local processing time frames are within State guidelines and are further defined in Table 4-21.

Although the City does not conduct concurrent processing, this ability exists with existing staff levels.

Table 4-20 State Development Processing Time Limits	
Item	State Maximum
General Plan Amendment	None
Zone Change	None
Subdivision Action on Tentative Map	50 days
Environmental Documentation/CEQA	
Review of Application for Completeness	30 days
Determination of Negative Declaration or EIR Requirement	30 days
Completion of Negative Declaration	105 days (when Application deemed complete)
Certification of Final EIR	1 year (when Application deemed complete)



<b>Table 4-21</b> <b>Local Development Processing Time Limits</b>	
Item	Approximate Length of Time to Public Hearing <sup>1</sup>
Conditional Use Permit (CUP)	11 weeks
Plot Plan	11 weeks
Tentative Parcel Map	8 - 10 weeks
Tentative Tract Map	11 weeks
Variance	11 weeks
Zoning Amendments	16 weeks
<sup>1</sup> Includes 30-day review to determine if application is complete.	

Discretionary projects are reviewed by both the Planning Commission and City Council, and the City does not have special design or environmental review procedures.

The processing periods are not considered a constraint to the production of housing. The City processes residential projects within statutory time frames, and therefore requests for time extensions from the State have not been necessitated. The processing period is expedited for projects within Specific Plan areas as environmental review has been conducted and standards have been imposed, e.g., exactions and payment schedules, design, for the entire area.

## 5. Fees

In April 1991, the County of Riverside Administrative Office (CAO) prepared a comparative analysis of land use development fees of jurisdictions within Riverside County. Information on fees was obtained through surveying jurisdictions within the County for fees charged during the 1990-1991 fiscal year. Several difficulties are associated with the survey including individualized methods of calculating and applying fees, different fee criteria, and absence of numerical data. Therefore, it is difficult to obtain a precise comparison of fee amounts between jurisdictions.

The development scenario utilized in the survey was a subdivision consisting of 50 single-family detached homes. The survey also established parameters with regard to unit information and required site improvements.

Table 4-22 indicates the land use development fees per unit for the City of Temecula, in comparison with the County of Riverside, and the neighboring City of Perris.

Table 4-22 Land Development Fees per Unit for the 1990-1991 Fiscal Year			
Fee Category	City of Temecula	County of Riverside	City of Perris
<b>IMPACT FEES</b>			
Wildlife	\$390	\$260	--
Public Facility	\$2,108	\$1,921	--
Street Road	\$2,767	--	--
Park/Recreation	--	\$350	\$800
Flood Control/Drainage	\$493	\$1,017	\$5,083
Traffic Mitigation	--	\$150	\$150
Fire	\$400	\$400	\$207
Other	\$100	--	\$430
<b>Total Impact Fees</b>	<b>\$6,258</b>	<b>\$4,098</b>	<b>\$6,670</b>
<b>ENVIRONMENTAL FEES</b>			
Environmental Impact Report	\$137	\$145	\$450
Negative Declaration	--	--	--
Environmental Assessment	\$13	--	--
Other	\$25	\$12	\$1
<b>Total Environmental</b>	<b>\$175</b>	<b>\$157</b>	<b>\$451</b>
<b>SUBDIVISIONS</b>			
Application	--	--	\$104
General Plan Process	\$122	\$122	--
Zone Change	\$72	\$85	\$39
Tentative Tract Map	\$224	\$229	\$104
Site Plan	\$4	--	--
Design Plan	\$7	--	\$83
Other	--	--	--
<b>Total Subdivision Fees</b>	<b>\$429</b>	<b>\$436</b>	<b>\$330</b>

(Continued)

Table 4-22 Land Development Fees per Unit for the 1990-1991 Fiscal Year			
Fee Category	City of Temecula	County of Riverside	City of Perris
<b>ENGINEERING FEES</b>			
Final Map	\$40	\$37	\$72
Improvement Plan	--	\$873	--
<b>Total Engineering Fees</b>	<b>\$40</b>	<b>\$910</b>	<b>\$72</b>
<b>BUILDING FEES</b>			
Building Permit	\$604	\$455	\$622
Mechanical Permit	\$65	\$42	\$80
Electrical Permit	\$91	\$74	\$135
Plan Check Permit	\$453	\$341	\$468
Grading Permit	\$30	\$11	\$6
Other	\$119	\$151	--
<b>Total Building Fees</b>	<b>\$1,362<sup>1</sup></b>	<b>\$1,074</b>	<b>\$1,311</b>
<b>TOTAL FEES</b>	<b>\$8,264</b>	<b>\$6,675</b>	<b>\$8,834</b>
Source: Land Use Development Fees of the County of Riverside Compared to the Cities within the County of Riverside and Selected Counties within California, County of Riverside Administrative Office. Per unit fees based on 50 unit subdivision.			

As indicated in Table 4-21, the development fees charged by the City of Temecula are comparable to those of neighboring City of Perris. These fees, however, are significantly higher than development fees for unincorporated Riverside County. The development fees for Perris and Temecula ranked in the top three in terms of total fees charged by jurisdictions participating in the study.

The development fees charged by the City of Temecula may add to the cost of housing.<sup>12</sup> As noted in the housing cost analysis, the average sale price asked for units in Temecula is significantly higher, approximately 22 percent, than average sale price asked in all of the County. Further, the median value of owned units in Temecula is also approximately 38 percent higher than the median value in Riverside County. Modification of development fees for housing that accommodates special needs groups or low-income households can mitigate the impact of development fees on housing prices.

<sup>12</sup> The City of Temecula is currently revising its fee schedule. The new schedule will be adopted in the latter part of 1992.



## B. Non-Governmental Constraints

### 1. Land Prices

The cost of land directly influences housing costs. The availability of large tracts of land in Riverside County, in comparison with surrounding counties, has resulted in strong development pressures. While land prices are lower relative to surrounding counties, areas within the county adjacent to larger cities are experiencing rapidly increasing land prices. Developers may respond to higher land costs either through decreasing lot and unit size, to market a lower priced product, or increasing the unit in terms of size and amenities to balance the land cost with housing price.

The cost of land generally decreases with increases in acreage, and distance from urbanized areas. In the City, there are relatively few large tracts of undeveloped land. According to Rancon Realty, the cost of an acre of unimproved land ranges from \$100,000 to \$115,000. The price of improved land ranges from \$40,000 to \$45,000 for lots 60,000 to 70,000 square feet in size. Lands located outside City limits are significantly lower in price. Raw land located in the unincorporated County, east of the City can be priced at \$20,000 an acre.

### 2. Construction Costs

The Real Estate and Construction Report, prepared by the Real Estate Research Council of Southern California during the first quarter of 1991, provides construction cost trend information for the Southern California area. According to the report, construction costs for apartment and single-family residences have increased steadily since 1976.

Construction costs for a low rise, Class D, apartment complex is approximately \$38 per square foot. These rental units would be of average construction and finished with carpeting and tile. Construction costs for single-family units are significantly higher. The cost for constructing a single-family, one-story, wood framed unit is approximately \$46 per square foot.

A reduction in quality of building materials and amenities could result in lower housing prices. State Housing Law provides that local building departments can authorize the use of materials and construction methods if the proposed design is found to be satisfactory and the materials or methods are at least equivalent to that prescribed by the applicable building codes.

### 3. Financing Costs

Interest rates have the greatest impact on the ability to construct or purchase a home. Interest rates, however, are determined by national policies and economic conditions and, as such, local government can do little to affect these rates.

Lending rates for developers are generally 2 to 2.5 percentage points higher than the prime interest rate, and are currently at ten percent for a fixed-rate. Adjusted rates are generally one to two points below the fixed rate. The building industry notes that financing for residential development is currently difficult to obtain from the banking community.

<b>Table 4-23</b> <b>Monthly Mortgage Payments at Varying Interest Rates</b>			
Purchase Price	\$200,000	\$200,000	\$200,000
Down Payment	10%	10%	10%
Loan Amount	\$180,000	\$180,000	\$180,000
Interest Rate	8%	10%	12%
Monthly P&I	1,321	1,580	1,852
Est. Prop Taxes, Insurance	200	200	200
Total Housing Expense	\$1,521	\$1,780	\$2,052
Required Monthly Income	\$4,562	\$5,339	\$6,155
Required Yearly Income	\$54,748	\$64,067	\$73,854
Source: The Planning Center			

## VI. HOUSING GOALS, POLICIES AND QUANTIFIED OBJECTIVES

### A. Goals and Policies

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<b>Goal 1</b>	<b>A diversity of housing opportunities that satisfy the physical, social and economic needs of existing and future residents of Temecula.</b>
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**Discussion** Temecula is identified as a predominantly single-family community, with some rural residential areas. By increasing the mix of residential densities, the City can accommodate a greater diversity of housing needs and promote a more efficient pattern of residential development. Emphasis on creative site planning and architectural design ensures that new residential development enhances the community character, and the diversity and livability of the village centers.

**Policy 1.1** Provide an inventory of land at varying densities sufficient to accommodate the existing and projected housing needs in the City.

**Policy 1.2** Encourage residential development that provides a range of housing types options in terms of cost, density and type, and provides the opportunity for local residents to live and work in the same community by balancing jobs and housing types.

**Policy 1.3** Require a mixture of diverse housing types and densities in new developments around the village centers to enhance their people-orientation and diversity.

**Policy 1.4** Support the use of innovative site planning and architectural design in residential development.

**Policy 1.5** Encourage the use of clustered development to preserve and enhance important environmental resources, and maintain important areas in open space.

**Policy 1.6** Promote the development of compatible mixed use projects that promotes and enhances the village concept, facilitates the efficient use of public facilities, and supports alternative transit options.



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**Goal 2**      **Affordable housing for all economic segments of Temecula.**

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**Discussion** The relative affordability of housing in Riverside County has attracted homebuyers to the County, including the City of Temecula. The diversification of the City's economic base is of primary importance to the community, as many residents commute to these surrounding counties for employment and commercial/recreational opportunities. Housing that accommodates the full spectrum of income groups facilitates an economically diverse community.

- Policy 2.1**      Promote a variety of housing opportunities that accommodate the needs of all income levels of the population, and provides opportunities to meet the City's fair share of low- and moderate-income housing.
- Policy 2.2**      Support innovative public, private and non-profit efforts in the development of affordable housing, particularly for special needs groups.
- Policy 2.3**      Encourage the use of non-traditional housing models, including single-room occupancy structures (SRO) and manufactured housing, to meet the needs of special groups for affordable housing, temporary shelter and/or transitional housing.
- Policy 2.4**      Pursue all available forms of private, local, state and federal assistance to support development and implementation of the City's housing programs.

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**Goal 3**      **Removal of governmental constraints in the maintenance, improvement and development of housing, where appropriate and legally possible.**

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**Discussion** Governmental constraints are policies, standards, or requirements imposed by local government that constrain the production of affordable housing. Development fees, processing procedures, and development standards are cited as factors that impact the ability to provide for market rate affordable housing.

- Policy 3.1**      Provide reasonable processing time and fees for new construction or rehabilitation of housing.
- Policy 3.2**      Consider mitigating development fees for projects providing affordable and senior citizen housing.
- Policy 3.3**      Periodically review City development standards to ensure consistency with the General Plan and to facilitate high-quality affordable housing.

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**Goal 4**      **Conservation of the existing affordable housing stock.**

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**Discussion** There are 262 assisted multi-family units located in the City of Temecula. Preserving these units to ensure their long-term affordability is a major concern. Maintenance and rehabilitation of the housing stock is also a focus of the following policies.

- Policy 4.1**      Monitor and regulate, if necessary, the number of affordable units eligible for conversion to market-rate units and develop programs to minimize the loss of these units.
- Policy 4.2**      Develop rehabilitation programs that are directed at preserving the integrity of the housing stock.
- Policy 4.3**      Support the efforts of private and public entities in maintaining the affordability of units through implementation of energy conservation and weatherization programs.

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**Goal 5**      **Equal housing opportunity for all residents in Temecula.**

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**Discussion** Discrimination in housing practices is prohibited by national and state fair housing laws. Discriminatory practices impede housing opportunities for all residents of Temecula.

- Policy 5.1**      Encourage and support the enforcement of laws and regulations prohibiting the discrimination in lending practices in the sale or rental of housing.
- Policy 5.2**      Assure and support the efforts of others to ensure that unrestricted access to housing is available to all segments of the community.
- Policy 5.3**      Encourage housing design standards that promote the accessibility of housing for the elderly and disabled.
- Policy 5.4**      Encourage and consider supporting local private non-profit groups that address the housing needs of the homeless and other disadvantaged groups.

## B. Quantified Objectives

State Housing Law requires that each jurisdiction establish the maximum number of housing units that will be constructed, rehabilitated, and preserved over the planning period. The quantified objectives for this Element reflect the planning period from July 1, 1992 to July 1, 1994. As discussed previously, the planning period for this Housing Element is two years, as opposed to a five year period. This abbreviated planning period will facilitate adjustment to the Housing Update Period for the SCAG region.

State Law recognizes that a locality may not be able to accommodate its regional fair share housing need. The quantified objectives assume optimum conditions for the production of housing. However, environmental, physical and market conditions exert influence on the timing, type and cost of housing production in a community.

Table 4-24 shows the quantified objectives for Temecula by income classification. In addition, the contribution of specific housing programs (see the Housing Plan, Chapter VII), is provided, e.g., the Mortgage Revenue Bond Program will facilitate construction of 20 units available to Above Moderate Incomes.

<b>Table 4-24</b> <b>City of Temecula</b> <b>Quantified Objectives 1992-1994</b>				
Program	Very Low	Lower	Moderate	Above Moderate
<b>NEW CONSTRUCTION</b>				
Mortgage Revenue Bond (B.2)	--	--	--	20
Second Units (B.4)	5	5	--	--
Mortgage Credit (B.5.) Certificate	--	10	40	--
Market Rate Projects	35	300	900	1,500
<b>Total New Construction</b>	<b>40</b>	<b>315</b>	<b>940</b>	<b>1,520</b>
<b>PRESERVATION</b>				
Section 8 (D.5.)	9	--	--	--
Preservation of At-Risk Units (D.1.) <sup>1</sup>	48	--	--	--
Homesharing (D.6.)	15	15	10	--
Existing Assisted Housing	48-Creekside 40-Oaktree 55-Rancho California	71-Woodcreek	--	--
LIHEAP (D.8.)	30	--	--	--
<b>Total Preservation</b>	<b>293</b>	<b>86</b>	<b>10</b>	<b>--</b>
<b>REHABILITATION</b>				
Code Enforcement (D.3.)	75	100	200	--
Tool Lending (D.4.)	10	25	15	--
<b>Total Rehabilitation</b>	<b>85</b>	<b>125</b>	<b>215</b>	<b>--</b>
<sup>1</sup> The preservation of the units at Temecula Villas represents the quantified objectives for this program. Although this project will not convert until 1995, action will be taken within this planning period, i.e. through 1994 to preserve the units. The units at Woodcreek are eligible to convert within ten years. Preservation of these units will be included in the Quantified Objectives of subsequent updates. The remaining assisted units in the City are not eligible to convert to market rate within five years. These units are reflected in "Existed Assisted Housing."				



As shown in Table 4-24 the quantified objectives are 40 Very Low; 315 Lower; 940 Moderate; and 1,520 Above Moderate units provided through construction. Objectives for preservation of units are targeted at 292 Very Low; 86 Lower; and 10 Above Moderate income households. Finally, the objective through the planning period is rehabilitation of 85 Very Low; 125 Lower; and 215 Moderate units. A description of objectives by topical area is provided below.

### **New Construction**

State law requires that jurisdictions estimate the maximum number of units that can be constructed within the planning period, by income group. The number of new units that will be constructed through 1994 was estimated based on existing development trends. It was assumed that new construction would continue to provide a higher percentage of units at market rate that would accommodate Moderate and Above Moderate income households. Development of multi-family rental units provide housing opportunities for low-income housing. As indicated in Table 4-12 and 4-13, the majority of rental units at market rate are affordable to Lower, Moderate and Above Moderate income households. It was assumed that 350 additional apartment units could be constructed in the City by July 1, 1994. The existing percentages of low-income households potentially served by apartment units was applied to this figure to calculate the breakdown of Very Low and Lower income households that could be served through new construction.

### **Rehabilitation**

The majority of the City was built within the past thirty years, and is therefore considered in good condition. However, units in need of rehabilitation exist in older residential areas of the City. The Code Enforcement and Tool Lending programs address the rehabilitation of both multi-family and single-family units in these areas. The primary beneficiaries of these programs would be renters and low income households. It is assumed that Moderate and Above Moderate income households will rehabilitate units as needed through private efforts.

### **Preservation**

There are 119 affordable, assisted units in the City of Temecula that are eligible to convert to market rate within ten years. The Preservation of At-Risk Units Program (D.1) is the primary vehicle by which these units will be attempted to be preserved.

Temecula Villas is a Section 8 project which provides 48 units. With regard to these units, the Preservation of At-Risk Units Program calls for the continued communication with property owners of Section 8 project-based housing to determine his/her interest in terminating the Section 8 contract. The City will encourage the property owner to renew its Section 8 contract with HUD. If these efforts are not successful, the City will work with non-profit organizations to facilitate the purchase of this complex.

The remaining 71 assisted units that are eligible to convert within ten years are located at Woodcreek Apartments. This complex received Multi-Revenue Bond Financing. The City will consider providing incentives to the property owner to continue to provide 71 low income units. The City will also explore the possibility of providing tenant-based subsidies should the property owner wish to place these assisted units at market rate.

### **C. General Plan Consistency**

California Government Code requires that General Plans contain an integrated, internally consistent set of policies. In order to ensure internal consistency is maintained, a review of all elements in the Plan will be conducted. With regard to assumptions, the General Plan utilizes uniform existing and projected population, employment and dwelling unit figures. For purposes of the Housing Element, Census data is used extensively as it provides more detailed information on the community's demographic and housing characteristics.

## VII. HOUSING PLAN

The Housing Plan identifies specific actions that the City will take in implementing the goals and policies of the Housing Element. Pursuant to State law, the Housing Plan for Temecula must accomplish the following:

- Provide adequate sites to achieve a variety and diversity of housing;
- Facilitate the development of affordable housing;
- Address and, if necessary, remove governmental constraints;
- Conserve and improve the existing affordable housing stock; and
- Promote equal housing opportunity.

The Goals contained in the preceding chapter correspond to the above listed issue areas, and the programs contained in the Housing Plan implement the respective policies of these goals. Included in each program is a description of its primary components and an objective. The objective establishes a benchmark of implementation for each of the housing programs, within the housing element cycle. The time-frame for implementation of the Housing Plan is usually five-years. However, because the Housing Element is being prepared in the middle of the 1989-1994 Housing Element Cycle for the SCAG region, the planning period is through the year 1994.

A Housing Plan Summary (Table 4-25) follows the programmatic descriptions. The matrix summarizes the intent of each program, and identifies an objective, funding source, agency responsible for implementation and time frame. This format proves a quick reference for users of this document, and facilitates evaluation of the Housing Plan in the next Housing Element cycle.



**Table 4-25  
City of Temecula  
Housing Plan Summary**

Housing Program	Program Intent	Plan Objective (# Units to be Assisted)	Funding Source	Responsible Agency	Time Frame
<b>PROVISION OF ADEQUATE HOUSING SITES</b>					
Land Use Element/Zoning Ordinance	Provide a range of residential development opportunities through appropriate land use and zoning designations.	Adequate residential sites to accommodate the regional fair share determined at 129 Very Low; 137 Lower; 171 Moderate; and 433 Above Moderate income households.	None necessary	Planning Department	Two Years
Sites for Homeless and Emergency and Transitional Shelters	Provide adequate sites for emergency and transitional shelters.	Adopt a Zoning Ordinance which permits transitional and emergency housing in Medium and High Residential Density zones, and conditionally permits shelters in the remaining Residential zones and Commercial and Industrial zones.	None necessary	Planning Department	One year
Landbanking	Acquire sites (or funds) for affordable/senior housing.	Develop a Landbanking Program	None necessary	Planning Department/ Redevelopment Agency	Two years
<b>ASSIST IN DEVELOPMENT OF AFFORDABLE HOUSING</b>					
Density Bonus Program	Encourage development of housing for low-income households through provision of density bonus.	Incorporate Density Bonus Program into Zoning Ordinance. Include provisions to ensure the continued affordability of units.	None necessary	Planning Department	One year
Mortgage Revenue Bond Financing	Increase supply of rental ownership units affordable to low- and moderate-income households.	Work with Riverside County in securing tax exempt MRB financing. The objective is to provide assistance to 20 first-time homebuyers yearly through the single family program and to promote the use of multifamily MRB financing.	None Necessary	County of Riverside; Community Development Department	Ongoing
Section 202 Elderly or Handicapped Housing	Provide housing and related facilities for the elderly and handicapped.	Support all viable non-profit entities seeking Section 202 funding.	None necessary	Planning Department/ Redevelopment Agency	Ongoing
Second Units	Provide increased affordable housing opportunities to low-income households.	Adopt a Second Unit Ordinance as part of the Zoning code. The Second Unit Ordinance shall permit second units on residential lots zoned for single and multifamily residential use. Include in the Ordinance incentives for development of second-units intended for occupancy by persons over the age of 62.	None necessary	Planning Department	One year

**Table 4-25  
City of Temecula  
Housing Plan Summary**

Housing Program	Program Intent	Plan Objective (# Units to be Assisted)	Funding Source	Responsible Agency	Time Frame
<b>GOVERNMENTAL CONSTRAINTS</b>					
Priority Processing for Affordable Housing	Facilitate production of affordable housing.	Develop a schedule for priority processing of affordable housing projects. Designate a contact person to coordinate processing of all of the necessary permits.	None necessary	Planning Department	One year
Modify Development Fees	Provide incentives to developers of affordable/senior housing.	Review existing development fee schedule and consider fee reductions, or the addition of fee waiver provisions for the production of low-income and senior citizen housing.	General Fund	Planning Department	One years
<b>CONSERVE AND IMPROVE EXISTING AFFORDABLE HOUSING</b>					
Preservation Program	Conserve affordable housing in the City.	Encourage Section 8 project property owners to renew their contracts. Identify non-profit organizations capable of purchasing these units. Consider the use of City-based incentives for assisted units that are not subject to HUD-sponsored incentives. Explore the possibility of proving tenant-based subsidies to assisted units that convert to market rate.	Redevelopment Set-Aside; CDBG	Planning Department/ Redevelopment Agency; Non-profit organizations	Two years
Redevelopment Set-Aside Fund	A source of funding for housing programs	Develop an expenditure plan for redevelopment set-aside monies. Programs that focus on the rehabilitation of units occupied by low-and moderate-income households, preservation of assisted units, and construction of affordable housing will receive priority in the expenditure plan.	None necessary	Redevelopment Agency	Two years
Code Enforcement	Preserve the housing stock.	Develop a Housing Inspection Program for all multifamily complexes.	CDBG	Building and Safety Department	Inspect all complexes within two years.
Tool Lending	Maintain integrity of housing stock.	Establish a Tool Lending Program. Advertise the availability of home repair information and tool lending.	CDBG	Building and Safety Department	Two years
Low-Interest Residential Rehabilitation Loans	Preserve existing housing stock.	Establish a low-interest residential rehabilitation program. Provide program referrals through code enforcement activities.	CDBG; Redevelopment Set-Aside	Redevelopment Agency	Two years

**Table 4-25  
City of Temecula  
Housing Plan Summary**

Housing Program	Program Intent	Plan Objective (# Units to be Assisted)	Funding Source	Responsible Agency	Time Frame
Section 8 Housing Certificates/Vouchers	Provide housing subsidies for low-income households.	Support efforts to increase the amount of funding allocated to HUD programs. Provide referrals to apartment complex owners for information on the various Section 8 programs.	HUD	Riverside County Housing Authority;	Ongoing
Homesharing	Assist seniors and others with limited incomes in obtaining housing.	Increase housing opportunities for senior citizens, and other low income residents, by supporting SHARE and the homesharing activities of the Senior Citizens Service Center. The objective is 40 matches a year: 15 Very Low Income households; 15 Lower Income households; and 10 Moderate Income households.	CDBG	SHARE; Senior Citizens Service Center	Ongoing
Mobile Home Park Assistance	Preserve low-cost housing options for City residents.	Provide technical assistance to mobilehome park residents in pursuing MPAP funds.	HCD	HCD; Redevelopment Agency	As needed.
Mortgage Credit Certificate	Assist first-time homebuyers.	Assist at least 50 first-time homebuyers by providing tax credits, 10 of which are lower households.	MRB allocation	Riverside County Economic Development Agency	Two years
Low Income Home Energy Act Program	Utilities assistance and reduction of utilities cost.	Support the County of Riverside Department of Community Action and Temecula Senior Citizen Services Center in providing utilities assistance and weatherization to 30 very low income households. Allocate CDBG funding to the DCA for continued administration of the LIHEAP.	CDBG	Riverside County Department of Community Action	Ongoing
<b>EQUAL HOUSING OPPORTUNITY</b>					
Equal Housing Opportunity	Compliance with National Fair Housing Law.	Support the activities of the Fair Housing Program.	CDBG	Riverside County Housing Authority	Ongoing
Housing Referral Directory	Dispense information on local, state and federal housing programs.	Develop a directory of services and resources for low-and moderate-income households and special needs groups. Provide information and referrals to persons on an as needed basis.	Department Budget	Planning Department/ Redevelopment Agency	One year



**Table 4-25  
City of Temecula  
Housing Plan Summary**

Housing Program	Program Intent	Plan Objective (# Units to be Assisted)	Funding Source	Responsible Agency	Time Frame
<b>Housing Element Monitoring and Reporting</b>					
Annual Reporting	Ensure that the Housing Element retains its viability and usefulness through annual review and monitoring.	Develop monitoring program and report annually to the City Council on implementation progress. Forward the monitoring report to HCD.	None Necessary	Planning Department	Ongoing
Housing Needs Data Base	Accurate assessment of housing needs in the community.	Require social service agencies/non-profit organizations receiving CDBG funding from the City to record information on the residences of clients served. Assist in this effort by developing a reporting form.	None necessary	Planning Department	One year

## **A. Provision of Adequate Housing Sites**

### **1. Land Use Element/Zoning Ordinance**

The Land Use Element of the General Plan and the Zoning Ordinance provide the planning and regulatory framework necessary to achieve adequate housing sites. The Land Use Plan provides for development of a range of housing, at varying densities. The densities range from .1 units per acre for lands in areas designated Hillside Residential, to 20 units per acre in the High Density category.

The Zoning Ordinance can provide regulatory incentives for the development of affordable housing. The Density Bonus allows for additional intensity in residential development which includes affordable housing. With regard to the needs of the homeless, the Zoning Ordinance will allow for development of emergency and transitional shelters in specified areas.

**Objective:** Adequate residential sites to accommodate the regional fair share determined at 129 Very Low; 137 Lower; 171 Moderate; and 433 Above Moderate income households.

## **2. Sites for Emergency and Transitional Shelters**

The homeless population refers to persons lacking consistent and adequate shelter. Homeless persons can be considered resident (those remaining in an area year-round), or transient. Emergency and transitional shelters can help to address the needs of the homeless. Emergency shelters provide a short-term solution to homelessness and involve limited supplemental services. Transitional shelters, in contrast, are directed at removing the basis for homelessness. Shelter is provided for an extended period of time, and is combined with other social services and counseling to assist in the transition to self-sufficiency.

**Objective:** Adopt a Zoning Ordinance which permits transitional and emergency housing in Medium and High Residential Density zones, and conditionally permits shelters in the remaining Residential zones and Commercial and Industrial zones.

## **3. Landbanking**

Landbanking is the acquisition of land by public agencies in anticipation of future development. This technique serves as a hedge against speculation and inflation as it secures land for affordable housing, until further resources are available for their development. Where development of the land is not feasible, the local agency can sell the land at market rate, and capture the increase in value for such public uses, e.g., senior/low-income housing.

Landbanking can be conducted with undeveloped or developed property. Sites containing dilapidated units that should be cleared for public safety reasons, are particularly well suited for landbanking, as it allows for the more effective use of land for housing in residential neighborhoods.

Local revenues, Community Development Block Grant and Redevelopment Set-Aside Funds can be used in landbanking programs. Other sources include the general fund, developer fees, and the California Department of Housing and Community Development land purchasing fund. In disposing of or developing the property, restrictions on use, resale and redevelopment, can be incorporated into development conditions.

**Objective:** Develop a Landbanking Program to facilitate the development of affordable housing.

## B. Affordable Housing Development

### 1. Density Bonus Ordinance

Pursuant to State Law if a developer allocates: at least 20% of new residential units for lower-income households; 10% of the units for very low-income households; or 50% of the units for senior citizens, the City must either a) grant a density bonus of 25%, in addition to one regulatory concession or b) provide financially equivalent incentives. The minimum reservation period for density bonus units is 10 years for any density bonus; this period is lengthened to 30 years if an additional incentive is granted.

The County of Riverside administered the Density Bonus Program in Temecula prior to the City's incorporation. The City will continue to offer density bonuses to builders who meet, at minimum, the state requirements.

**Objective:** Incorporate Density Bonus Program into Zoning Ordinance. Include provisions to ensure the continued affordability of bonus units.

### 2. Mortgage Revenue Bond Financing

Mortgage revenue bonds (MRB) are issued by local government, housing authorities, redevelopment agencies and other state agencies, to support the development of multifamily or single-family housing for low- and moderate-income households.

#### Single-Family Tax Exempt Revenue Bond Program

Mortgage revenue bonds for single-family housing are issued to finance the purchase or rehabilitation of owner-occupied units. Proceeds from the bond sales are used to make mortgage or rehabilitation loans to qualified low- and moderate-income buyers. The bonds enable the issuer to offer low-interest loans, thereby increasing ownership opportunities for households who have difficulties in obtaining traditional financing. The bonds are serviced and repaid from the property owner's mortgage payments.

Since 1984, Riverside County has issued \$193,101,071 in bond financing under the Single-Family Tax Exempt Revenue Bond Program. This financing has provided assistance to 2,092 first-time homebuyers in the County. To qualify for the program, applicants must meet income eligibility criterion established as between 120 and 150 percent of the County median income. The program primarily benefits moderate-income, first-time homebuyers.



### **Multifamily Tax Exempt Revenue Bond Program**

Multifamily mortgage revenue bonds are used to finance construction and mortgage loans, as well as capital improvements for multifamily housing. Federal law requires that 20 percent of the units in an assisted project be reserved for low-income households whose income does not exceed 80 percent of the median household income for the County.

Riverside County has issued \$270,533,000 in bond financing under the Multifamily Tax Exempt Revenue Bond Program. This financing has provided development assistance for 5,935 multifamily units in Riverside County since 1984. Woodcreek Apartments, located in Temecula, received this form of financing. The complex consists of 344 units, 71 of which are reserved as low-income units.

Funding for both of the MRB programs has been exhausted. The availability of future funding will affect implementation of this program.

**Objective:** Work with Riverside County in securing tax exempt MRB financing. The objective is to provide assistance to 20 first-time homebuyers yearly through the single family program and to promote the use of multifamily MRB financing.

### **3. Section 202 Elderly or Handicapped Housing**

Under this federally administered program, direct loans are made to eligible, private non-profit sponsors to finance development of rental or cooperative housing facilities for occupancy by elderly or handicapped persons. The interest rate on such loans are determined annually. Section 8 funds are made available for all of the Section 202 units for the elderly. Rental assistance for 100 percent of the units for handicapped persons has also recently been made available.

Private, non-profit sponsors may qualify for Section 202 financing loans. Households of one or more persons, the head of which is at least 62 years old or is a qualified non-elderly handicapped between the ages of 18 and 62, are eligible to live in these units.

**Objective:** Support all viable non-profit entities seeking Section 202 funding.

#### 4. Second Units

A second unit is a self-contained living unit that is either attached or detached from the primary residential unit. Both the primary and the second units are located on a single lot. The unit has eating, sleeping and full sanitation facilities. Second units frequently rent for less than apartments of comparable size and provide supplemental incomes to the homeowner. Development of second units provides additional housing opportunities in the City without requiring the use of additional lands. The development of second units makes use of underutilized, developed areas and can be an important component in providing affordable housing in the City.

Government Code Section 65852.2 requires that local government take one of three actions regarding second units: 1) adopt an ordinance allowing second units in single and multifamily zoning districts; 2) adopt an ordinance prohibiting second units provided certain findings are made; or 3) allow second units under specific conditions provided in State Law.

**Objective:** Adopt a Second Unit Ordinance as part of the Zoning Code. The Second Unit Ordinance shall permit second units on residential lots zoned for single and multifamily residential use. Include in the Ordinance incentives for development of second-units intended for occupancy by persons over the age of 62.

#### 5. Mortgage Credit Certificate Program

Under the Mortgage Credit Certificate (MCC) Program, first-time homebuyers receive a tax credit based on a percentage of the interest paid on their mortgage. The Riverside County MCC credit is 20 percent. This tax credit allows the buyer to qualify more easily for home loans as it increases the effective income of the buyer. Under federal legislation, 20 percent of the funds must be set-aside for buyers with incomes between 75 and 80 percent of the County median income.

The MCC program is administered Countywide by the County of Riverside Economic and Development Agency (EDA). Jurisdictions that allocate funds to the program, receive a six month priority. After this period, the funds are available to residents throughout the County, regardless of whether their jurisdiction committed funds. The program is administered by the County in conjunction with local participating lenders. Potential first-time homebuyers are pre-qualified by the participant lender, and if they meet the program requirements, an application is submitted to the MCC program administrator.

Since 1988, the MCC program has provided tax credits to 480 buyers in Riverside County. The County estimates that of this figure, 150 buyers were low- and moderate-income households. In this same period, one resident in Temecula received MCC assistance.

MCC funds are generated under the Mortgage Revenue Bond (MRB) allocation. Under the Tax Reform Act of 1984, state and local governments were permitted to exchange some or all of their authority to issue Mortgage Revenue Bonds (MRBs), for the authority to issue MCCs. For every dollar of MRB allocation, the County can exchange 25 percent of their MRB's for MCC's. The County is currently seeking a new allocation, as previous funding has been exhausted. The County must receive this funding before June 30, 1992, when the federal funding for this program terminates. Funding received in this allocation period must be spent by December, 1994.

The City of Temecula is currently in the process of committing \$20 million in bond allocation funds to this program. Utilizing the conversion for MRB's, and estimating that 20 percent of the allocation would be approved, EDA estimates that 50 potential homebuyers would be assisted in the City. After the priority period, additional potential homebuyers in Temecula would be eligible to receive County funds.

**Objective:** Assist at least 50 first-time homebuyers by providing tax credits, 10 of which are lower income households.

## C. Removal of Governmental Constraints

### 1. Priority Processing for Affordable Housing

The City will provide priority processing of permits for affordable housing projects. The purpose of this program is to provide an incentive for the development of affordable housing. Processing procedures will be coordinated among the various affected departments through the designation of a contact person that will assist in processing the necessary permits.

The following projects should receive priority processing:

- Redevelopment Agency residential projects for low-and moderate-income households;
- Density Bonus Projects;
- Projects sponsored by the Riverside County Housing Authority; and
- Other projects that would produce housing affordable to low- and moderate-income households.

**Objective:** Develop a schedule for priority processing of affordable housing projects. Designate a contact person to coordinate processing of all of the necessary permits.



## 2. Modify Development Fees

Development fees set by the City cover the costs for infrastructure and public services and utilities incurred by residential development. These fees impact the price of housing, and therefore may impede the ability to provide housing that is affordable to low-income households. The City will review development fees to determine if a fee waiver or subsidy would increase development of affordable and senior citizen housing. Based on this review, the City may adopt an ordinance establishing a modified fee schedule for affordable and senior citizen housing projects.

**Objective:** Review the existing development fee schedule and consider fee reductions, or the addition of fee waiver provisions for the production of low-income and senior citizen housing.

## D. Conserve and Improve Existing Affordable Housing

### 1. Preservation of At-Risk Units

Table 4-15 identifies assisted units in the City that are eligible to convert to market rate units within ten years. A total of 119 units are at risk of conversion, 48 of which are eligible to convert within five years.<sup>13</sup> These units are located at Temecula Villas, a Section 8 New Construction project. Set-aside units under the MRB program will convert in the next housing element cycle.

According to the California Housing Partnership Corporation assisted housing inventory, the property owners at Temecula Villas have the option to opt-out of their contract with HUD in 1995. If the owner does not choose to opt-out of the Section 8 contract, the owner may renew the contract for five additional years.

The City will encourage the property owner of Temecula Villas to renew its Section 8 contract. In the event that this effort is not successful, the City will work with interested non-profit organizations to facilitate the purchase of these units, thereby permanently preserving their affordability.

With regard to the 71 assisted units that are eligible to convert within ten years, located at Woodcreek Apartments, the City will consider providing incentives to the property owner in exchange for a commitment to continue to provide these low income units. The City will also explore the possibility of providing tenant-based subsidies should the property owner wish to place these assisted units at market rate.

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<sup>13</sup>

Although this project is not eligible to convert within the planning period, noticing procedures will be initiated during the planning period if the project intends to convert to market rate. Therefore, the City needs to position itself such to prevent the loss of these affordable units.

**Objective:** Encourage Section 8 project property owners to renew their contracts. Identify non-profit organizations capable of purchasing these units. Consider the use of City-based incentives for assisted units that are not subject to HUD-sponsored incentives. Explore the possibility of proving tenant-based subsidies to assisted units that convert to market rate.

## 2. Redevelopment Set-Aside

State Redevelopment Law provides a mechanism by which cities and counties can establish a Redevelopment Agency. The Agency's primary purpose is to provide the legal and financial mechanism necessary to address blighted conditions in the community through the formation of redevelopment project area(s). Tax increment financing is considered the most useful implementation tool of the Redevelopment Agency. This technique allows the assessed property valuation within the Redevelopment Project Area to be frozen at its current assessed level when the Redevelopment Plan is adopted. When the property is improved or resold, the tax increment revenue generated from valuation increases above the frozen level is returned to the Redevelopment Agency to finance Project costs.

Redevelopment Law specifies three requirements in relation to low and moderate income housing: 1) not less than 20 percent of all property tax increment revenues are to be used for purposes of increasing the supply of very low, low and moderate income housing; 2) replacement of low and moderate income housing destroyed as a result of a redevelopment project; and 3) a portion of all housing constructed in a redevelopment project area is to be affordable to low and moderate income households. The redevelopment set-aside can be a significant source of funding for local housing programs.

The County of Riverside established a Redevelopment Project Area in Rancho Temecula in 1988. The Redevelopment Project Area is generally located west of the I-15 freeway between the City's northern boundary and 1.5 miles south of the I-15/SR-79 interchange. Upon incorporation, the City assumed responsibility for administering the Redevelopment Project Area. Through development activities, both prior and subsequent to the City's incorporation, the City has accrued a \$1,043,000 redevelopment set-aside obligation. Recent legislation has been enacted that requires the commitment of these funds within a specified time-frame.

**Objective:** Develop an expenditure plan for redevelopment set-aside monies. Programs that focus on the rehabilitation of units occupied by low-and moderate-income households, preservation of assisted units, and construction of affordable housing will receive priority in the expenditure plan.

### 3. Code Enforcement

The City maintains a Code Enforcement Program, with one full-time code enforcement officer. The officer enforces provisions of the City's Nuisance Abatement Ordinance. The majority of complaints relate to negligent housekeeping in several apartment complexes in the City. According to the code enforcement officer, occasional complaints regarding overcrowded conditions are also received; these complaints primarily involve migrant farmworkers. Because the single-family housing stock is relatively new, few substandard single-family units have been identified.

The code enforcement officer has two avenues of pursuing a code violation: citation, and Public Nuisance Abatement Order (PNAO). Typically after receiving a complaint, the perpetrator is given 30 days to fix the violation. If, after this period no action is taken, the officer may cite the property owner or, issue a PNAO. Under a PNAO, the City will fix the code violation, but charge the property owner for these services. A citation is remedied through the courts via the imposition of fines.

**Objective:** Develop a Housing Inspection Program for multifamily complexes. Inspect all complexes within two years.

### 4. Tool Lending Program

During the housing condition survey, a number of units in need of rehabilitation were identified. The City will establish a tool lending program to assist occupants who may not have the resources to hire a third party to make repairs. The program will provide home repair information and lend a variety of hand and power tools to occupants who seek to make home repairs.

**Objective:** Establish a Tool Lending Program. Advertise the availability of home repair information and tool lending, and provide assistance to 50 households yearly; 10 Very Low; 25 Lower; and 15 Moderate.



## 5. Low-Interest Rehabilitation Loans

Preventing the loss of housing from physical deterioration is an important component in maintaining the existing stock of affordable housing. The City will develop a residential rehabilitation loan program which will provide low-interest loans to be used for property and structural repairs/rehabilitation. The program will be available to Low and Moderate-income owner-households. The City will also consider extending low-interest loans to multi-family owners, in exchange for a commitment to maintain a percentage of units as affordable to low income households. CDBG and redevelopment set-aside funds are funding sources for this program.

Objective: Establish a low-interest residential rehabilitation program.  
Provide program referrals through code enforcement activities.

## 6. Section 8 Rental Assistance Payments/Housing Vouchers

The Section 8 program provides rental assistance to low- and moderate-income families, elderly, and disabled persons who spend more than 30 percent of their monthly income on rent. The subsidy represents the difference between the excess of 30 percent of the recipients monthly income and the federally approved fair market rents (FMR). In general, the FMR for an area is the amount that would be needed to rent privately owned, decent, safe and sanitary rental housing. Section 8 assistance is available in the following forms:

- **Section 8 Existing Housing Certificate Program** - Under the certificate program, the landowner enters into a contract with the local Housing Authority which limits rent for the very low-income unit to the FMR. Eligible tenants must pay the highest of either 30 percent of adjusted income, 10 percent of gross income, or the portion of welfare assistance designated for housing. Housing subsidized through this program must meet standards of safety and sanitation established by HUD.
- **Section 8 Existing Housing Voucher Program** - This program is similar to the Certificate Program, however, rent for the units are not restricted. The tenant instead must pay the difference between the FMR standard and the actual rent.
- **Section 8 Moderate Rehabilitation** - Designed to preserve the existing housing rental stock, this program guarantees Section 8 payments for eligible tenants of landlords who agree to rehabilitate their properties to meet HUD safety and sanitation standards. The program does not provide financing for rehabilitation, and the units must be placed under the Section 8 Program for 15 years.

- **Section 8 Rental Rehabilitation** - Landlords receive a matching grant from CDBG funds to rehabilitate substandard units. In return, the units must be placed under the Section 8 Program for at least one year, and the rents must be in accordance with the FMRs.

The Riverside County Housing Authority administers the Section 8 Certificate/Voucher Program for Riverside County, including Temecula. The demand for Section 8 assistance is high in Riverside County, and applicants can expect to wait three to five years for assistance. According to the Housing Authority, 8 households in Temecula receive Section 8 assistance: 7 under the certificate program and 1 household under the voucher program.

The City cannot directly influence the number of Section 8 certificate/vouchers available to residents, however the City should support efforts of the Housing Authority to obtain additional funding from HUD to provide subsidies. The City can also encourage property owners to participate in the various Section 8 programs. Of particular value, are the Section 8 programs that provide funding to property owners for rehabilitation in exchange for agreements to place these units under the Section 8 program for a specified time period.

**Objective:** Support efforts to increase the amount of funding allocated to HUD programs. Provide referrals to apartment complex owners for information on the various Section 8 programs.

## 7. Homesharing

Shared Housing a Riverside Experience (SHARE) is a non-profit entity whose purpose is to promote homesharing. Homesharing programs provide referral/matching services to people with limited incomes seeking housing, and homeowners who wish to share their home. SHARE targets senior citizens, however, intergenerational and single parent matches are reported by SHARE to be successful. SHARE estimates that 50 percent of all matches involve economically disadvantaged groups, with 25 percent of these matches involving low-income households.

The main office for SHARE is located in the City of Riverside. The organization also maintains satellite offices in the cities of Lake Elsinore and Hemet. SHARE estimates that it matches 500 to 600 matches in Riverside County a year, and receives, on average, 100 applications per month. The organization reports that during the period from July 1991, through February 1992, 22 applicants from Temecula were received: 7 applicants were seniors; 10 non-senior singles; and 5 families with children. During this same period, the organization made 9 senior matches, and 1 non-senior match.



The Senior Citizens Service Center, located Temecula, also maintains a homesharing matching service. The Center provides this service free of charge to senior citizens in the community.

**Objective:** Increase housing opportunities for senior citizens, and other low income residents, by supporting SHARE and the homesharing activities of the Senior Citizens Service Center. The objective is 40 matches a year: 15 Very Low Income households; 15 Lower Income households; and 10 Moderate Income households.

#### 8. Mobilehome Park Assistance Program (MPAP)

Heritage Mobilehome Park, with a total of 181 mobilehomes, is the only mobilehome park in Temecula. Although the Heritage Mobilehome Park has indicated that it intends to remain open indefinitely, mobilehome parks are often transitional land uses. To mitigate the displacement of residents resulting from a conversion of mobilehome park, the MPAP provides assistance to mobilehome park residents seeking to purchase their park and convert it to resident ownership.

Under this program, HCD provides financial and technical assistance to mobilehome park residents. MPAP loans are made to low-income mobilehome park residents, or organizations formed by such residents, to own and/or operate their mobilehome parks. Loans are limited to 50 percent of the purchase price plus the conversion costs of the mobilehome park. Loan funds for conversion projects are awarded on a competitive basis.

**Objective:** Provide technical assistance to mobilehome park residents in pursuing MPAP funds.

#### 9. Low Income Home Energy Act Program (LIHEAP)

The County of Riverside Department of Community Action (DCA) receives grants to assist low income and disabled persons with utility payments and weatherization of their homes.

Utilities assistance for Temecula residents is scheduled at the Senior Citizens Service Center. DCA Staff conducts intake activities, i.e., verifies eligibility and assistance, at the Center on a monthly basis. Since 1987, 221 persons in Temecula have received utilities assistance. A break-down of persons assisted by year is as follows:

Temecula Residents Receiving Utility Assistance by Year				
1987	1988	1989	1990	1991
67	52	27	51	24



The weatherization component of the LIHEAP is managed by the DCA who contracts with two non-profit corporation. These corporations provide outreach to assess the needs in Riverside County. DCA provides inspectors to ensure compliance with applicable energy conservation rules and regulation, as well as quality control. Since 1987, 56 homes in Temecula have been weatherized under this program.

**Objective:** Support the County of Riverside Department of Community Action and Temecula Senior Citizen Services Center in providing utilities assistance and weatherization to 30 very low households. Allocate CDBG funding to the DCA for continued administration of the LIHEAP.

## **E. Promote Equal Housing Opportunity**

### **1. Equal Housing Opportunity**

The Fair Housing Program of Riverside County provides a range of fair housing services, as required by Community Development Block Grant (CDBG) funding mandates, the Federal Fair Housing Act, and the laws of the State of California. Riverside County allocates funding on behalf of non-entitlement cities in the County; entitlement cities contract directly with the Fair Housing Program for its services.

The Fair Housing Program maintains a comprehensive approach to affirmatively further, and ensure equal access to housing for all persons. The three major components of this approach are: education; training/technical/consultant assistance; and fair housing rights assistance. Fair Housing is also an advocate for affordable housing, legislative reform, local compliance and research projects relative to fair housing and human rights issues. The Program works with the State Department of Fair Employment and Housing, and HUD in the referral, enforcement and resolution of housing discrimination cases.

**Objective:** Support the activities of the Fair Housing Program.

## **2. Housing Referral Directory**

The dissemination of information on the programs and services available to low income and special needs groups is an important part of ensuring the success of the housing programs. The City will provide housing information and referral services as needed for low-and moderate-income, and special needs households. Persons seeking housing advice, counseling and assistance will be referred to public agency, community-based organizations and other service providers. A directory of services and information will be developed to ensure that accurate and appropriate information is dispensed.

**Objective:** Develop a directory of services and resources for low-and moderate-income households and special needs groups. Provide information and referrals to persons on an as needed basis.

## **F. Housing Element Monitoring and Reporting**

### **1. Annual Reporting**

An annual review of the Housing Element will be conducted to ensure the Housing Element retains its viability and usefulness. This review will satisfy State Law requirements concerning yearly progress reports on the status of the housing element. The City will develop a monitoring program and report annually to the City Council on the progress and effectiveness of the housing programs. This report will quantify the progress made by the City in meeting its share of the regional housing need, i.e., future housing need. The monitoring report will be forwarded to HCD within one month of the City Council's receipt of that report.

**Objective:** Develop monitoring program and report annually to the City Council on implementation progress. Forward the monitoring report to HCD.

### **2. Housing Needs Data Base**

To facilitate preparation of subsequent Housing Element Amendments, local social service agencies/non-profit organizations receiving CDBG funding from the City will be required to monitor information on individuals or households served in Temecula. The purpose of this program is to secure more accurate information on the various special needs groups in the City.

**Objective:** Require social service agencies/non-profit organizations receiving CDBG funding from the City to record information on the residences of clients served. Assist in this effort by developing a reporting form.

## APPENDIX A: FUTURE NEED METHODOLOGY

State housing element law requires that each City and County analyze its existing and projected housing needs for all income levels. This analysis must include a locality's fair share of the regional need. The distribution of regional need is prepared by the Southern California Association of Governments (SCAG) in its Regional Housing Needs Assessment (RHNA). The current RHNA was prepared in 1988 and assessed the regional housing need for the five year period 1989-1994.<sup>14</sup> However, when RHNA was being prepared, the City of Temecula had not incorporated, therefore, the City was not assigned a regional need by SCAG. In the absence of RHNA numbers for the City, HCD has indicated that the City can estimate its own future housing need based on its growth projections, and RHNA methodology.

The City has determined that the projected housing need will be for the remainder of the housing element cycle for the SCAG region, i.e., through 1994. In 1993, SCAG will assign future need numbers to all cities and counties within its jurisdiction. The City of Temecula will incorporate these five year projected housing needs figures in its 1994 Update.

The City's regional need is calculated based on SCAG's methodology which takes into consideration the City's growth through July, 1994 and adjusts this growth to reflect current vacancy need and demolitions. It is projected that the City will experience a growth of 2,064 dwelling units through July, 1994. Since Temecula's vacancy-rate is higher than the ideal vacancy used throughout the region, 1,194 dwelling units are credited against the projected growth in order to attain the ideal vacancy-rate. It is not projected that there will be any demolitions which will need replacement. Therefore, the City's regional need is 870 dwelling units.

**Table A-1**  
**Projected Regional Demand in Temecula**  
**1992 - 1994**

Household Growth	Net Vacancy Adjustment	Demolition Adjustment	Total New Units
2,064	- 1,194	0	870

<sup>14</sup> Extrapolation from City of Temecula growth projections prepared by Al Gobar & Associates, December 1991.



State law requires that the City's regional need be distributed on the basis of income in order to avoid concentrating lower income units in jurisdictions which already have a high concentration. This calculation takes into account the current distribution of household income compared to the regional average. **The distribution of income groups was derived from 1990 Census data (STF-3.)** Based on SCAG methodology, the City adjusted its household income down toward to the regional average. The distribution of growth, adjusted for impaction, is as follows:

Table A-2 Total New Units Distributed by Income				
Very Low	Lower	Moderate	Above Moderate	Total
129	137	171	433	870
14.8%	15.8%	19.6%	49.8%	100%

The figures shown in Table A-2 constitute the regional fair share numbers for the City of Temecula through July, 1994.

## APPENDIX B: LIST OF ENTITIES INTERESTED IN ACQUIRING AT-RISK UNITS

The following entities have expressed an interest in acquiring and/or managing at-risk assisted units in the City of Temecula.

<b>Table B-1</b> <b>Entities Interested in Acquiring/Managing At-Risk Units</b> <b>in the City of Temecula</b>					
Organization	Contact Name	Address	City	Zip Code	Phone
Coachella Valley Housing Coalition*	Lisa Brughera	45-701 Monroe St., Ste. G	Indio	CA 92201	(619) 347-3157
HomeAid	Judith F. Leventhall	1330 S. Valley Vista Dr.	Diamond Bar	CA 91765	(714) 396-9993
Southern California Presbyterian Homes**	Marc Herrera	1111 N. Brand Blvd. Ste. 300	Glendale	CA 91202	(818) 247-0420
Ralph F. Carrico	Ralph F. Carrico	18107 Hwy. 173	Hesperia	CA 92345	(619) 389-2413
Flory, Olson & Van Osdel	Reed Flory	11711 Sterling Ave., Ste. B	Riverside	CA 92503	(714) 687-5484
Corporate Fund for Housing	Barry J. Kammel	6029 Bristol Pkwy.	Culver	CA 90230	(310) 216-9333
St. Vincent De Paul	Scott Mather	180 S. Cypress	Orange	CA 92666	(714) 547-5566
County of Riverside Housing Authority	Augustine Lopez	5555 Arlington Ave.	Riverside	CA 92504	(714) 351-1821
* Contracts out for Management Services. ** Senior Housing Only.					







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## I. INTRODUCTION

The Open Space/Conservation Element contains goals, policies and implementation programs to encourage the conservation and proper management of the community's resources. Furthermore, the purpose of this Element is to ensure the provision of parks and recreation opportunities for the community's residents.

Open space is one of the key features that defines the character of Temecula and contributes to the quality of life that residents want to maintain. Open space performs a multitude of functions that are beneficial to the community. Open space functions to: provide for outdoor recreation areas; protect viewsheds; preserve important natural resources; provide flood control; protect public health and safety; and establish buffers between incompatible land uses.

Approximately 8 percent of the City is presently devoted to open space uses including parks, golf courses, passive open space and agricultural uses. Large lot subdivisions and rural residential areas (2½-acre lots or larger) contribute to the open space character within several areas of the City. Although approximately 42 percent of the City is currently vacant or undeveloped, the majority of this acreage is committed through approved projects. The City has a much greater opportunity to shape the open spaces of development annexing to the City. The challenge facing Temecula is to create a multipurpose open space system that does not solely consist of the unusable spaces leftover from development, but maintains viable agriculture lands outside the City, preserves wildlife habitats, maximizes water resources, and secures recreational, historic and cultural resources. The City will benefit from connection with the open spaces ensured through ownership by federal and state government, such as the Cleveland National Forest, the U.S. Bureau of Land Management and the California State University at San Diego. The goals and policies of this Element were formulated to ensure that City benefits from the existing and future open space resources.

The purpose of the Temecula Open Space/Conservation Element is:

- To assure the continued availability of predominantly open land for the enjoyment of scenic beauty, for recreation, and for conserving natural resources and agriculture;
- To guide development in order to make wise and prudent use of the City's natural, environmental and cultural resources;
- To maintain and enhance the City's valuable natural resource areas necessary for the continued survival of significant wildlife and vegetation through proactive open space planning.
- To provide the foundation for a comprehensive open space management system involving designated categories of open space;

- To establish the basis for City collaboration with adjacent state, national, and non-profit agencies and organizations in broader open space and environmental resource management, including establishment of linkages with adjoining open spaces and trail systems; and
- To maintain and promote the cultural, historic, and archaeological heritage of the City.

## A. Authorization and Scope

State legislation requires the inclusion of an Open Space Element (Government Code Section 65302(c)) and a Conservation Element (Government Code Section 65302(d)) in all local government general plans. Due to the interrelationship of the goals and policies of the Open Space Element and Conservation Element and the overlap in State requirements, these two Elements are combined into a single all-encompassing Element.

The Open Space Element must contain goals and policies concerned with managing all open space areas, including undeveloped "wilderness" lands and outdoor recreation uses. The Government Code defines that open space should be preserved:

- For the preservation of natural resources;
- For the managed production of resources;
- For recreation; and
- For public health and safety.

The intent of the Open Space Element requirements is to assure that cities and counties recognize that open-space land is a limited valuable resource which must be conserved wherever possible. The purpose is also to assure that every City and County will prepare and carry out open-space plans which, along with State and regional open-space plans, will accomplish the objectives of a comprehensive open-space program.

Government Code Section 65302 (d) requires that all General Plans include: "...A Conservation Element for the conservation, development and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources." The Conservation Element may further cover the control of soil erosion, the conservation of watersheds, and flood control methods to protect land in floodplains.



The conservation component of the General Plan overlaps with provisions found in the open space, land use, public safety, and growth management portions of the General Plan. It differs, however, in that it is almost exclusively oriented toward natural resources. The conservation component contains goals and policies that further the protection and maintenance of the State's resources in the Temecula Study Area such as water, soils, wildlife, minerals, and other natural resources, and prevents their wasteful exploitation, degradation, and destruction.

California State law does not mandate the preparation of a Parks and Recreation Element or Trails Element of the General Plan. However, these topics are often included in a general plan due to the concern of providing sufficient parkland for residents. The Open Space/Conservation Element incorporate goals, policies and implementation programs related to parks and recreation. This section of the Element focuses on the relationship of park space to a city's entire open space system and on the dedication and provision of parkland, trails and recreation facilities.

## **B. Related Plans and Programs**

There are a number of plans and programs which have been adopted or are under preparation, that are directly applicable to the aims and objectives of the Open Space/Conservation Element. The relevant goals and policies from these plans and programs, where appropriate, have been adapted and incorporated into the Element to ensure the continued preservation of local and regional open space resources. In addition, there are State and Federal regulations including the California Endangered Species Act, the California Environmental Quality Act, the Federal Clean Water Act, and the Federal Endangered Species Act, that are applicable to proposed projects within the Study Area. In total, these plans and regulations help form the open space system for Temecula as well as the regional open space system for southwest Riverside County.

### **1. City of Temecula Parks and Recreation Master Plan**

The City has prepared a Master Plan of Parks and Recreation to comprehensively address long-term park and recreation needs of residents. The Master Plan contains: current and projected recreational needs; park development and design standards; a park and trails classification system; parks, trails and recreation facilities improvements; target locations for acquisition of future parkland; future trail connections to the regional trail system; a City-wide bicycle route and recreation trails system; timing and phasing of parks, recreation facilities and trails; cost estimates for park acquisition and development costs; and a five-year capital improvement program that identifies funding and prioritizes the implementation of the Master Plan. Relevant material from this document has been incorporated into the General Plan. The Master Plan of Parks and Recreation will support the implementation of the goals and policies contained in the Open Space/Conservation Element.



**2. County of Riverside General Plan Equestrian, Hiking and Bicycle Trails Program**

The County of Riverside General Plan contains an Equestrian, Hiking and Bicycle Trails Program that identifies hiking and equestrian trail alignments; directs the County of Riverside Parks and Recreation Department to conduct an inventory of existing and future trails, including federal and State trails which are part of a larger integrated system; establishes direction for hiking and equestrian trail management and maintenance; and identifies trail funding and acquisition mechanisms. In addition the Program requires that the recreational trail system be coordinated with bicycle routes in the Circulation Element. The County's Program was used in the preparation of the Parks and Recreation Master Plan, in the establishment of trail standards, alignments, acquisition, and funding mechanisms.

**3. County of Riverside General Plan Environmental Hazards and Resources Element**

This extensive County Element includes an assessment of County-wide resources including agriculture; mineral resources; vegetation and wildlife resources; energy resources; water resources; parks, forests, mountainous areas; and historic and prehistoric resources. The Element also includes policies, standards and programs for the preservation, protection or management of the County's resources. The County's Element provides regional resource information for the Temecula General Plan Study Area. An Open Space Program and Ten-Year Parks Master Plan are being prepared as an update to the Element and are anticipated to be completed in 1993.

**4. Interim Habitat Conservation Plan for the Stephen's Kangaroo Rat**

The Interim Habitat Conservation Plan (HCP) for the Stephen's Kangaroo Rat was implemented in 1989. The HCP identifies the ecological and land use characteristics of the historic range of the species. The HCP also provides a program to acquire permanent reserves for the species. Development fees are used to purchase land within the designated reserve areas. The fees are \$1,000 for large-lot residences and \$1,950 per acre for all other types of development. The Temecula General Plan Study Area is included within the HCP fee area. There are currently no reserve areas designated within the General Plan Study Area.

## **5. County of Riverside Multi-Species Habitat Conservation Plan**

In order to reduce the conflicts associated with the State or Federal listing of species as endangered, the County of Riverside developed a Multi-Species Habitat Conservation Plan. This Plan was designed to be a pro-active approach in sensitive species management. The HCP proposed potential reserve areas to protect species which may be listed in the near future. Two of the proposed reserve areas are within (or partially within) the Temecula Study Area. The Skunk Hollow vernal pools are in the City's northern Sphere of Influence. The reserve area in the Santa Rosa Plateau/Santa Margarita River area includes Murrieta Creek and Temecula Creek which is in the City and Sphere of Influence.

## **6. County of Riverside Agricultural Element**

The County anticipates completion of an Agricultural Element in 1993. The Element will contain programs and policies to ensure long-term protection in areas where agricultural lands may be threatened by other uses and to limit the adverse effects of growth on areas determined appropriate for long-term agricultural uses.

## **7. EPA Advanced Identification Study of the Santa Margarita River Watershed**

As part of an effort to protect and manage wetlands, the U.S. Environmental Protection Agency (EPA) Region IX has initiated the Advanced Identification (ADID) process in the Santa Margarita River watershed. This ADID project will identify waters of the Santa Margarita River watershed. The ADID study will provide valuable background and analytical information for use in the proposed Santa Margarita River Watershed Management Study described below. The City of Temecula is part of the Watershed Planning Program which will benefit from the information in the ADID study as it undertakes long-term planning of the watershed.

## **8. Santa Margarita River Watershed Management Study**

The City is involved in a coordinated Watershed Management Program for the Santa Margarita River in conjunction with Federal, State, Regional, and other local agencies. One of the first tasks of this body is the preparation of a study on watershed management.

The purpose of this study will be to develop a comprehensive, cooperative management program to balance the diverse functions and values of the Santa Margarita River system, while maintaining its integrity as a unique ecosystem. The Santa Margarita River is the only remaining free-flowing river in the coastal plain of Southern California. The river supports an essentially unbroken riparian corridor from the Peninsular Range to the Pacific Ocean. While the river is

highly valued as a major wildlife corridor connecting coastal and interior habitat areas, it also provides a critical source of drinking water for Camp Pendleton and functions as a groundwater recharge area. The purpose of undertaking a coordinated resource management effort is to achieve the following:

- Reduction of potential conflicts among diverse projects such as flood control, endangered species protection, groundwater recharge, and water supply facilities;
- Enhanced protection of habitat values and biodiversity;
- Cost savings through identification of potential partnerships to achieve common goals;
- An improved approach to protecting the species of the riparian corridor;
- Early identification of potential issues and mitigation agreement opportunities;
- Identification of opportunities to enhance cultural, scenic, and recreational resources; and
- Information to assist local governments and agencies in multiple-use planning of the river.

The resource value of the Santa Margarita River and the need for a coordinated management effort is recognized within the Goals and Policies of the Open Space and Conservation Element. The results of the future watershed management study will assist the City in long-term planning along Temecula, Murrieta, and Pechanga Creeks and other waterways within the Study Area.

#### **9. Multi-Purpose Corridor Planning Task Force - Water Resource Management**

The Planning Task Force is comprised of representatives of cities within western Riverside County, the County of Riverside, and water agencies. The Planning Task Force provides a forum for inter-agency collaboration to assure the long-term availability of resources. The goal of the Task Force is to develop planning strategies which integrate water and environmental resources with land use plans, formulate programs that are cost-effective, address environmental issues, and encourage economic development. Future guidelines for water resource management developed by the Task Force may supplement the resource conservation and development policies of the General Plan and other plans of the City.



## II. SUMMARY OF OPEN SPACE/CONSERVATION ISSUES

### A. Provision of Parks and Recreation Facilities

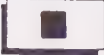


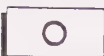


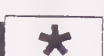
#### 1. Existing Recreational Opportunities

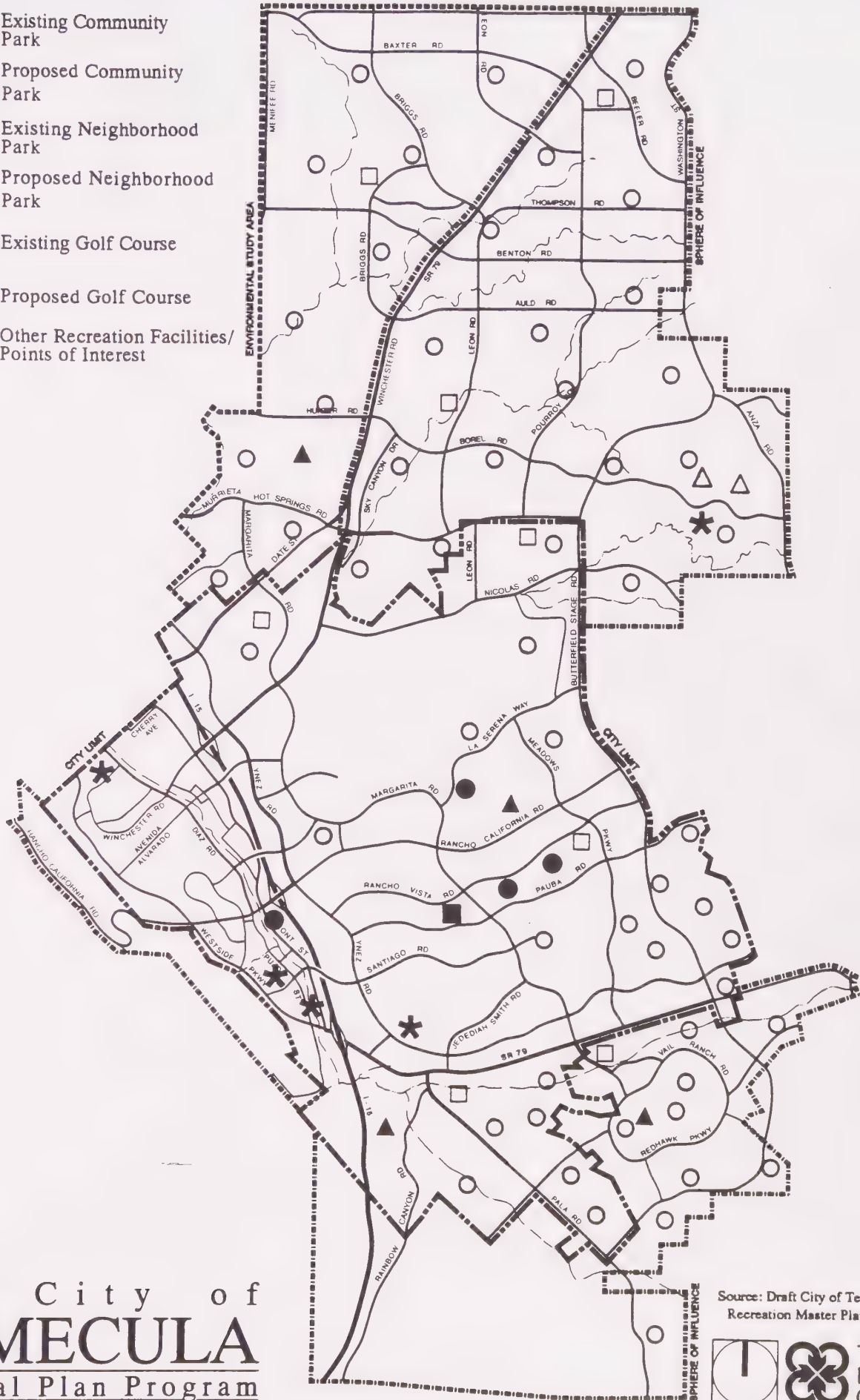
The City of Temecula currently owns approximately 189 acres of parkland, of which approximately 40 acres is developed (June 1992). The developed parkland is comprised of three partially developed park sites: the Sports Park, Veteran's Park, and Sam Hicks Monument Park. These park facilities are currently the only sites within the General Plan Study Area. Table 5-1 below provides a summary of the existing community parks, neighborhood parks and mini parks within the City of Temecula. The Parks and Recreation Master Plan identifies the Sports Park as the most frequently used facility by Temecula residents. Lake Skinner is the second most frequently used facility, followed by Sam Hicks Monument Park, California Oaks Sports Park, and Temecula Elementary School. The parks are shown on Figure 5-1.

<b>Table 5-1 City of Temecula Existing Parks and Facilities April 1992</b>			
<b>Park</b>	<b>Size (Acres)</b>	<b>Development Status</b>	<b>Recreation Facilities</b>
<b>COMMUNITY PARKS</b>			
Sports Park	72.00	50% Developed	Ten ballfields, concession stands, picnic tables, two playgrounds, restrooms
Pala Park	29.00	Undeveloped	None
Temecula Elementary Property	20.00	Undeveloped	None
Dendee Property	40.00	Undeveloped	None
<b>NEIGHBORHOOD/MINI PARKS</b>			
Veteran's Park	13.00	Developed	Two playgrounds, picnic tables, turf
San Hicks Parks	3.35	Developed	Playground, picnic tables, turf, war memorial and historical building
Riverton Lane	5.00	Undeveloped	None
Silverwood	3.00	Undeveloped	None
Unnamed Mini Park	.25	Undeveloped	None
Unnamed Mini Park	.25	Developed	Playground
La Serena Property	3.50	Undeveloped	None
<b>TOTAL</b>	<b>189.35</b>		
Source: Parks and Recreation Master Plan, 1992.			



# PARKS & RECREATION PLAN

-  Existing Community Park
-  Proposed Community Park
-  Existing Neighborhood Park
-  Proposed Neighborhood Park
-  Existing Golf Course
-  Proposed Golf Course
-  Other Recreation Facilities/Points of Interest



Source: Draft City of Temecula Parks and Recreation Master Plan



FIGURE 5-1





A number of additional improvements are currently underway or being planned. These improvements include the construction of a community recreation center, pool complex and amphitheater at the Sports Park, and other facilities at Pala Park.

The City has a joint use agreement with the Temecula Valley Unified School District which allows the City to utilize school facilities. School facilities are generally open to the public during non-school hours, weekends and vacations. Due to the partial availability of school recreation facilities to the public at large, such facilities are considered adjuncts to the city-wide park system. Table 5-2 below provides a summary of the existing facilities at the school sites for use by the public.

<b>Table 5-2</b> <b>Temecula Valley Unified School District</b> <b>Existing School Facilities</b>		
<b>School</b>	<b>Location</b>	<b>Recreation Facilities</b>
Sparkman Elementary	East of Margarita Road, north of De Portola Road	Playgrounds, Handball, Basketball, Volleyball
Rancho Elementary	North of La Serena Way, west of Enfield Lane	Soccerfield, Playgrounds, Basketball, Volleyball, Baseball, Handball
Vail Elementary	North of Rancho Vista Road at Mira Loma Drive	Playgrounds, Basketball, Softball, Soccerfield, Baseball, Handball
Nicolas Valley Elementary	North of Nicolas Road, west of Joseph Road	Playgrounds, Handball, Basketball and Volleyball
Temecula Elementary	North of Rancho California, west of Moraga Road	Playgrounds, Handball, Swimming Pool, Baseball, Soccerfield, Tetherball, Basketball,
Temecula Middle	South of Pauba Road, west of Butterfield Stage Road	Volleyball, Handball, Baseball, Tennis Courts, Basketball, Softball, Soccerfield, Football
Margarita Middle	North of Kearney Road, east of Via Monterey	Volleyball, Handball, Baseball, Tennis Courts, Football, Basketball, Softball, Soccerfield
Temecula Valley High	South of Rancho Vista Road, east of Margarita	Basketball, Tennis Courts, Volleyball, Soccerfield, Gymnasium, Baseball, Football
Red Hawk Elementary	North of Wolf Valley, West of Butterfield Stage	Playgrounds, Basketball, Volleyball, Tetherball

Private recreation facilities are found primarily in planned communities and apartment complexes. These facilities usually include tennis courts or a basketball court. The existing facilities are so few that they have a minor impact on meeting the demand for parks and recreation facilities within the community.

There are also several existing commercial recreation facilities within the City and Sphere of Influence including four golf courses. Two additional golf courses and a polo and equestrian center are proposed in the northern Sphere of Influence, and a waterpark is proposed south of Temecula Creek Golf Course.

Temecula residents also enjoy the 600-acre Lake Skinner Regional Park, which is located several miles east of Temecula. The park offers overnight camping, fishing, swimming, sailing, picnicking, and other activities. Additional regional recreation facilities include the Cleveland National Forest to the southeast of the City. The National Forest Service is responsible for the long-term management of recreation activities, vegetation, water and air quality, wilderness resources, fire safety, historical and cultural resources, and land use within forest boundaries. The use of the Cleveland National Forest has increased by 171 percent in ten years, which indicates a strong demand for the types of activities and experiences offered in the forest, as well as the close proximity of the forest to urban growth areas.

## 2. Demand for Parkland and Recreation Facilities

The Community Survey conducted as part of the Parks and Recreation Master Plan evaluated the current recreation patterns, recreation preferences, and potential future demand for specific recreation facilities and programs. The survey indicated that the proximity of a park to users, and the type and quality of play equipment, strongly correlates to the frequency of a park's usage. The most frequent reason for not using facilities in the City was the limited availability of the facility or program and inconvenient location. The Parks and Recreation Master Plan focuses attention on properly dispersing facilities and carefully selecting the types of facilities and programs to be provided at parks.

The basic park acreage standard for the City of Temecula is 5.0 acres of usable City-owned neighborhood and community parkland per 1,000 population. This standard does not include special use facilities, natural open space or trails. The standard is divided between the provision of community and neighborhood level parkland as follows in Table 5-3.

<b>Table 5-3</b> <b>Base Level Standards for</b> <b>City-Owned Park Acreage</b>	
<b>Park Type</b>	<b>Usable Acres per Thousand Population</b>
Community Park	3.5
Neighborhood Park	1.5
<b>TOTAL</b>	<b>5.0</b>



The distinction between a neighborhood and community park is based on the type of facilities and uses available. Neighborhood parks are intended to provide for the daily recreation needs of residents in the immediate area of the park. The neighborhood park usually services residents within a half mile radius. The optimum size of the park is from three to ten acres. The facilities should include open field play areas, picnic areas and tot lots. Neighborhood parks should be easily accessible by pedestrians and bicyclists.

A community park is intended to service several neighborhoods within a radius of one to two miles. These parks provide a variety of active and passive recreation opportunities including gymnasiums, swimming pools, tennis courts, ball fields, historical and cultural facilities, restrooms, and other community-wide uses. Community parks should range in size from 15 to 40 acres.

A demand analysis was performed for the Parks and Recreation Master Plan to establish the amount of park acreage required to accommodate the current demand for park facilities (recreation centers, ball fields, tennis courts, etc.). In order to meet the current demand for park facilities, a total of 6.8 gross acres of parkland per 1,000 residents, should be provided in the City. This acreage requirement does not include trails or golf facilities but does include both active and passive recreation areas. School facilities will fulfill that portion of the demand which exceeds the amount provided by the City based on its standard of 5.0 acres of usable parkland per 1,000 population. The Parks and Recreation Master plan establishes standards for the development of major recreational facilities which should be used as a guide in preparing future development plans for individual parks. Furthermore, the Master Plan establishes minimum standards for the physical configuration of park sites and slope gradients.

The Parks and Recreation Master Plan calculates that based on the current standard of 5.0 acres of parkland per 1,000 residents, the total acres of developed parkland required to meet the current standard is 160 acres. As indicated above, the City owns approximately 189 acres of parkland, of which 40 acres is currently developed with facilities. In order to meet the current demand for park facilities, the City needs to improve approximately 120 acres of parkland. Of this 120 acres, 75 acres should be provided north of Rancho California Road and 45 should be developed south of Rancho California Road, based on the distribution of population within the City. The Master Plan also identifies the needs for an additional 289 acres of City-owned parkland within the City between now and the year 2012. It is anticipated that sufficient acreage will be provided to meet the needs of residents by the year 2012 through the acquisition and dedication of parks and school facilities within specific plan areas. The funding options to develop this parkland include Quimby fees, development impact fees, developer agreements, and bond issues, as described in detail in the Parks and Recreation Master Plan.

Figure 5-1 illustrates the existing and proposed neighborhood and community parks within the General Plan Study Area. Figure 5-1 also indicates the special use facilities such as the golf courses, rose garden, and the Temecula Valley Museum. As indicated above, school facilities will provide additional support to the overall recreation system of Temecula. Existing and future school sites are identified in Figure 6-4 of the Growth Management/Public Facilities Element.

## **B. Establishment of Equestrian, Hiking, and Bicycle Trails and Bicycle Routes**

The City presently does not provide a formal bicycle route or recreation trail system for bicycling, walking, or horseback riding. Many informal recreation trails exist that are used for equestrian and mountain bike riding and hiking. In order to implement a formal trail system, the City will need to take advantage of the remaining opportunities to obtain trail easements, obtain leases for trails along utility corridors, acquire right-of-way, require dedication of land from new development, and resolve trail conflicts.

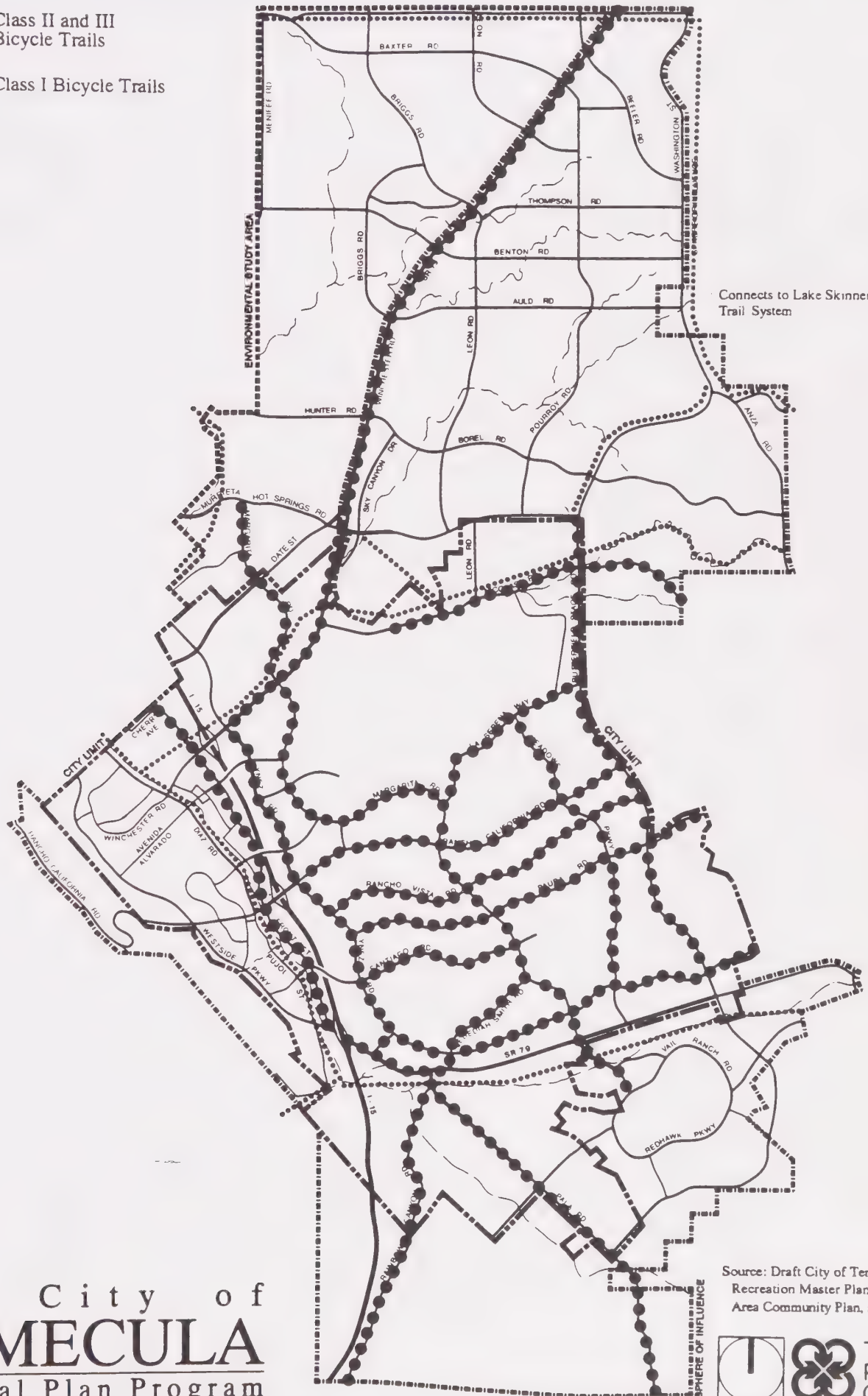
Temecula residents participate in hiking, walking, and bicycling more frequently than any other recreation activities (derived from the Community Survey results for the Parks and Recreation Master Plan, 1992). In planning for future bike and recreation trail facilities, residents express a strong desire for well-defined trails that link with regional routes and connect neighborhoods to parks, schools and commercial uses.

Trails should be designed to provide access to key destination points within the City and region, and serve as both recreation and transportation routes. Residents place a high priority on the development of trails that provide loops wherever possible and follow the creeks and utility easements where feasible.

The Parks and Recreation Master Plan includes a Draft Bicycle Routes map (Figure 5-2). The Master Plan calls for the preparation of a subsequent Recreation Trails Plan to define route alignments, provide design standards and establish implementation mechanisms to achieve a comprehensive system of trails within the City. A key to trail implementation is the establishment of procedures with the Planning and Public Works Department to ensure that recreation trail improvements become an integral part of new road and infrastructure improvements. An issue that should be addressed in the Recreation Trails Plan is the environmental impacts of trails (and resulting human intrusion) on existing plant and animal life.



## DRAFT BICYCLE ROUTES



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Source: Draft City of Temecula Parks and Recreation Master Plan, Southwest Area Community Plan, and Specific Plans



FIGURE 5-2



## C. Conservation of Resources

Although much of the City of Temecula is comprised of urbanized and/or disturbed areas which are expected to have low habitat value for native wildlife, a great variety of sensitive biological resources are known to exist or potentially exist within the remaining undeveloped areas of the Study Area. Some of these sensitive biological resources, including wildlife corridors and certain species, still are found in the City. The sensitive resources in the Study Area are closely associated with coastal sage scrub and riparian communities (Figure 5-3). In general, the resources identified below are either threatened, deteriorated or damaged primarily due to the effects of urbanization and an expanding population base.

Volume II of the General Plan describes the natural setting of the Temecula area and the data base upon which this Element has been prepared. The following is a brief summary of those resources and open spaces that require conservation, management and/or enhancement in the Study Area. The Study Area also contains significant landforms and cultural and historic resources that require conservation. In general, the resources identified below are either threatened, deteriorated or damaged due to the effects of urbanization and an expanding population base.

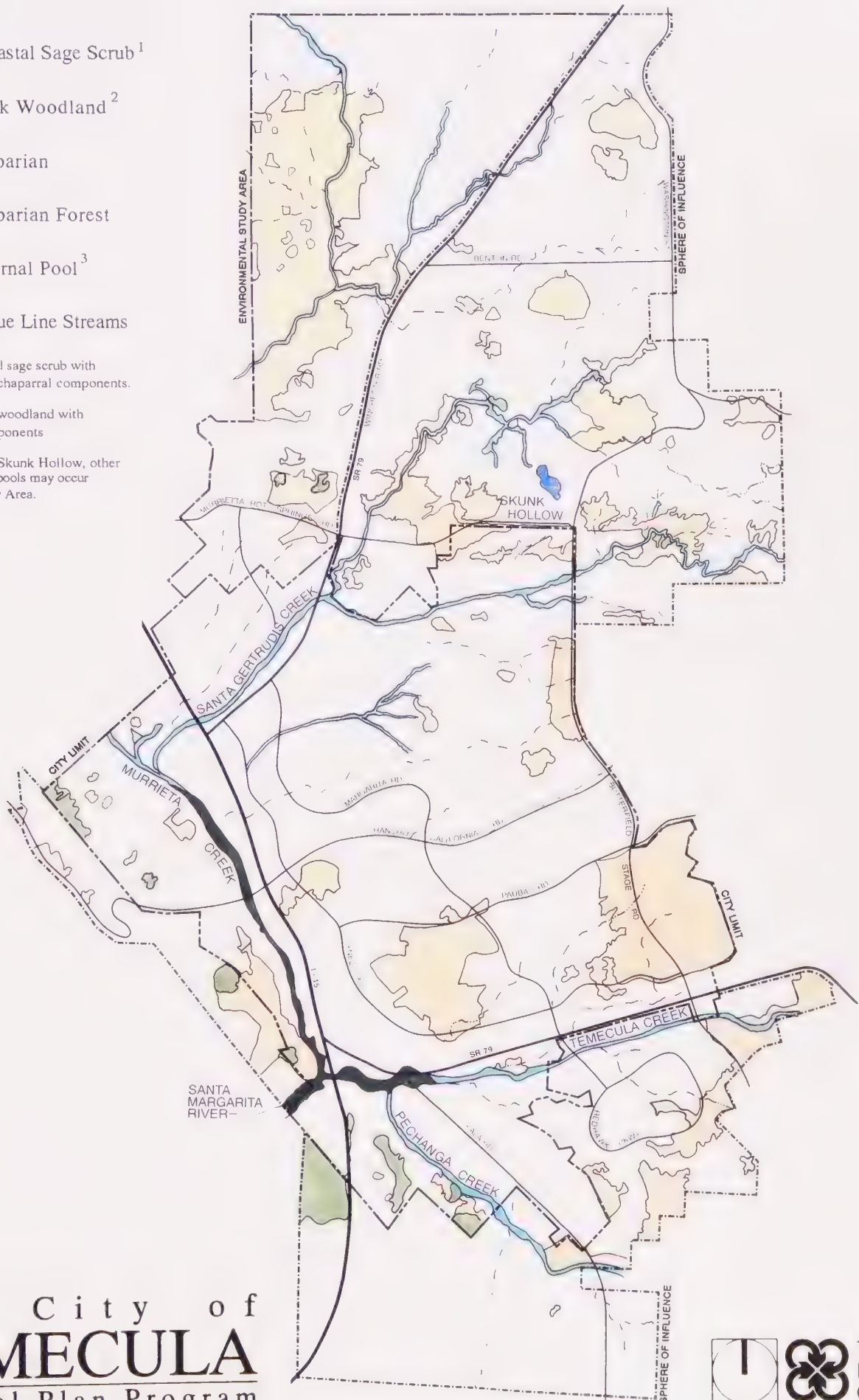
1. Sensitive habitats including but not limited to: alkali sink scrub; native grassland; alkali meadows; alkali and freshwater seeps; freshwater marsh; vernal pools; riparian vegetation including cottonwood-willow riparian forests, willow riparian forests, coast live oak riparian forest, southern sycamore riparian woodland; southern riparian scrub, and riparian herb communities; coast live oak woodland; and Englemann oak woodland. These vegetative communities are considered important for sustaining ecologically viable habitat in the region.
2. One plant species, the slender-horned spineflower, is listed as endangered by the Federal government.
3. Plant species either proposed or candidates for listing as endangered or threatened in the Project; including, but not limited to, California Orcutt grass, San Diego button celery, Munz's onion, and others identified in Table 5 of the Master Environmental Assessment, entitled "Sensitive Plant Species and Communities".
4. One animal species, Stephens' kangaroo rat, is listed by the Federal government as endangered and by the State government as threatened.
5. Animal species either proposed or candidates for listing as endangered or threatened including the California gnatcatcher, mountain lion, San Diego cactus wren, southwestern pond turtle, orange-throated whiptail lizard, San Diego banded gecko, San Diego mountain king snake, Riverside fairy shrimp, and many species identified in the Master Environmental Assessment as known to occur or potentially occurring within the Study Area.



1 Includes coastal sage scrub with grassland and chaparral components.

2 Including oak woodland with chaparral components

3 In addition to Skunk Hollow, other smaller vernal pools may occur within the Study Area.

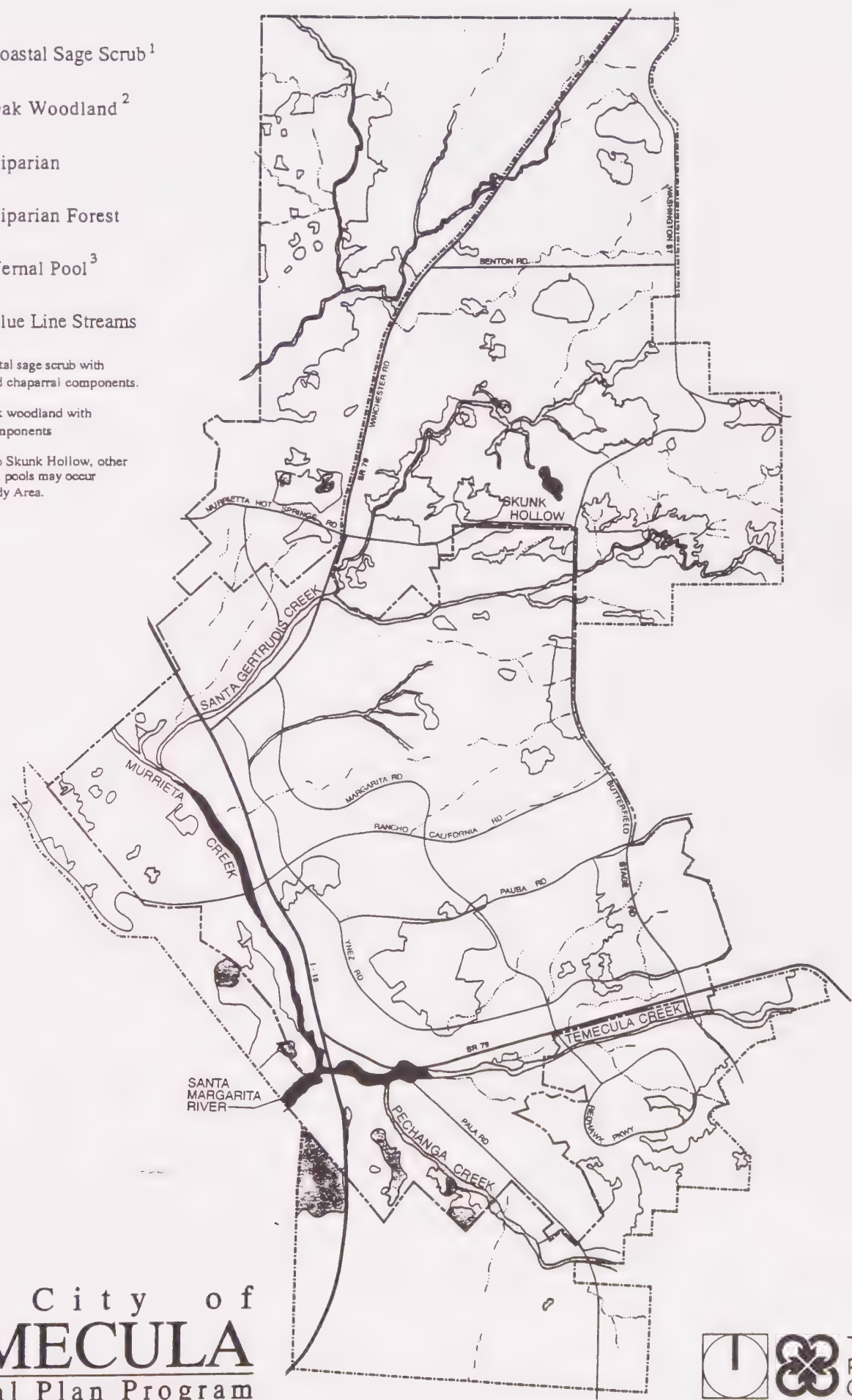






-  Coastal Sage Scrub<sup>1</sup>
-  Oak Woodland<sup>2</sup>
-  Riparian
-  Riparian Forest
-  Vernal Pool<sup>3</sup>
-  Blue Line Streams

- 1 Includes coastal sage scrub with grassland and chaparral components.
- 2 Including oak woodland with chaparral components
- 3 In addition to Skunk Hollow, other smaller vernal pools may occur within the Study Area.







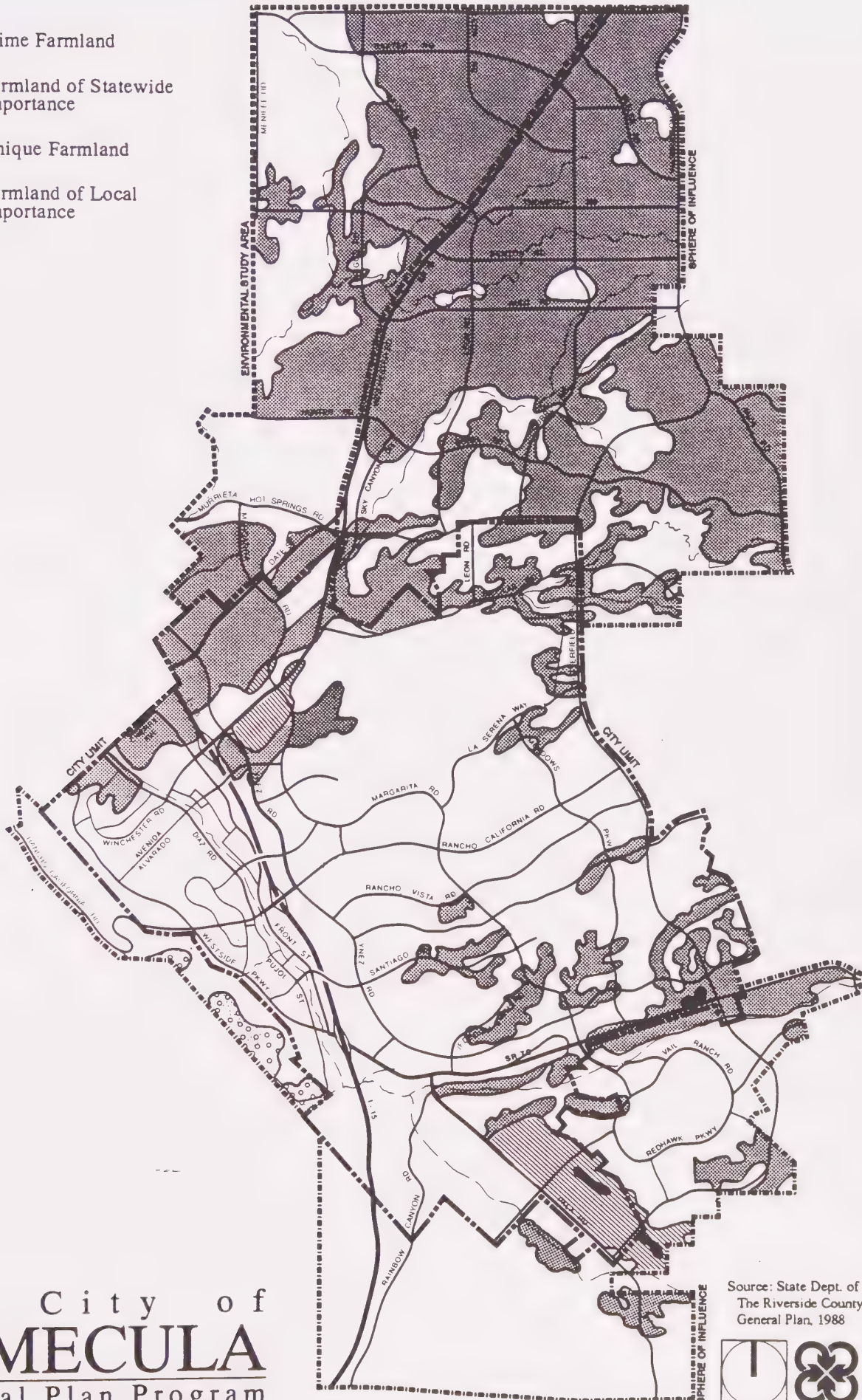
A petition was filed by the Mountain Lion Foundation in February 1992 to list the population of mountain lions in the Santa Ana Mountain Range as an endangered species. The petition was filed with the U.S. Fish and Wildlife Service (USFWS) which has one year from the time the petition was filed to determine if Federal listing is warranted or not. If the USFWS finds that Federal listing is warranted, then a notice of the agency's intent to list the species is published and a public hearing process on the formal listing commences. The USFWS has one year from the date the agency publishes its notice to make a final decision on listing the species. If the species is listed as endangered or threatened, the final decision could also designate critical habitat for the mountain lion.

The Federal Endangered Species Act of 1973 prohibits any action that would harm, harass, kill, or further endanger a listed species or its habitat. If the mountain lion is listed as endangered or threatened by the USFWS, then proposed projects within the Study Area which may affect the mountain lion or its habitat, must enter into a formal consultation process with the USFWS (as stipulated by the Endangered Species Act). The USFWS makes a determination of whether or not a proposed project would impact the species or its critical habitat. The agency also sets forth any terms and conditions necessary to fully mitigate the impact to the species. The mountain lion's range in the Santa Ana Mountains includes southern portions of the Study Area. If the mountain lion is listed, development within those portions of the Study Area may be subject to the approval of the USFWS.

6. Surface waters requiring conservation and management to protect quality and quantity include, the Santa Margarita River, Temecula Creek, Murrieta Creek, Pechanga Creek, and Santa Gertrudis Creek.
7. The ground water basin which requires conservation and management is the Murrieta-Temecula Basin which is the largest groundwater basin in the San Diego region. The basin underlies Murrieta, Pauba and Wolf Valleys. The aquifers are recharged by underflow from the Lancaster Basin, surface flow from the creek in the area, and by direct precipitation in the valleys.
8. Agricultural resources including Prime Farmlands, Farmlands of Statewide Importance, Unique Farmlands, and Farmlands of Local Importance (see Figure 5-4). The Study Area contains areas of each of these farmland categories. The Sphere of Influence and Environmental Study Area also contain agricultural preserves as allowed under the California Land Conservation Act (Williamson Act) (Figure 5-5). Under a Williamson Act contract, the local jurisdiction and landowners agree to continue agricultural activities for at least ten years. In return, the jurisdiction agrees to assess the property at its agricultural value rather than at market value. Termination of the contract may be initiated by either the property owner or jurisdiction.



-  Prime Farmland
-  Farmland of Statewide Importance
-  Unique Farmland
-  Farmland of Local Importance



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Source: State Dept. of Conservation and  
The Riverside County Comprehensive  
General Plan, 1988



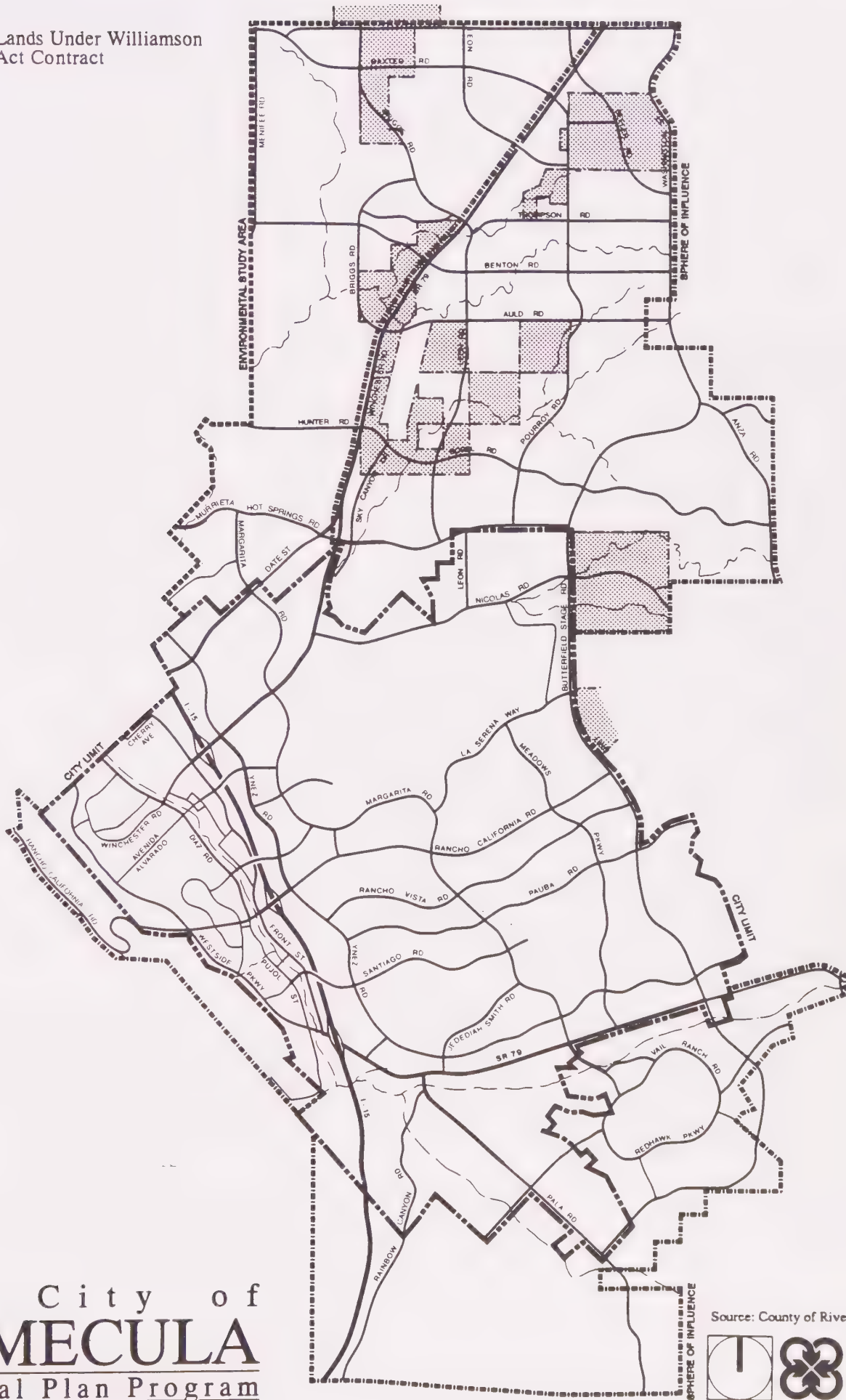
FIGURE 5-4







Lands Under Williamson Act Contract



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Source: County of Riverside Planning Dept.



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FIGURE 5-5

Eleven wineries are located adjacent to the Study Area in Temecula Valley which are important to the City in terms of trade, tourism and the aesthetic character of the area. In addition, one winery is located in the Environmental Study Area. These wineries constitute the most important wine making region in Southern California. The farmlands of the Study Area and the wine country offer the potential for agricultural innovation and business development within the City.

9. Historic and Culturally Significant Resources including: 23 recorded archaeological sites; 47 properties listed on the Historic Resources Inventory prepared by Riverside County; four listings on the California Inventory of Historic Resources; and several historic resources of local importance including the Butterfield Overland Stage Route. The Temecula properties listed in the California Inventory of Historic Resources are the Murrieta Creek Archaeological Area, Temecula's first Post Office, Temecula Quarries, and the Little Temecula Rancho Adobe. The archaeological sites include prehistoric sites, sites occupied by Native Americans, and historical sites associated with the occupation of Temecula Valley by Europeans and Euro-Americans. Figures 5-6 and 5-7 identify the sensitive archaeological and paleontological resources of the Study Area. Due to the presence of reliable water sources and a fertile valley floor, the Temecula area has always been a desirable place to live. Temecula contains many older structures, historic sites and districts, and archaeological evidence which may be threatened with demolition or removal as urbanization continues.
10. Nighttime skies within the Mt. Palomar Observatory conservation areas. The City is within close proximity to the Palomar Observatory which requires unique nighttime lighting restrictions. Generally, Observatory sites need to be 30 to 40 miles from large lighted areas so that the nighttime sky will not be brightened. The City of Temecula has adopted an ordinance which restricts nighttime lighting for areas within a 15-mile radius and a 45-mile radius of Palomar Observatory. Southeastern portions of the Study Area are within a 15-mile radius of the Observatory and are subject to stringent lighting controls and some limitation of uses that may generate significant amounts of light and glare to preserve nighttime skies (Figure 5-8).

The Open Space/Conservation Plan (Figure 5-9) identifies the undeveloped areas of the Study Area which, at a minimum, should remain as open space or extremely low density development for the conservation of resources, including water, wildlife, and slopes. Policy guidance for the dedication of open space for public health and safety is provided in the Public Safety Element.



- Policy 1.9** Coordinate long range park and open space planning with Riverside County and the City of Murrieta.
- Policy 1.10** Maximize pedestrian and bicycle access to existing and new parks as an alternative to automobile access.
- Policy 1.11** Encourage joint recreational use between school and park facilities when appropriate.
- Policy 1.12** Consider the establishment of development impact fees to cover the cost of capital improvements for parks and recreation facilities needed to serve new development.

---

**Goal 2** Conservation and protection of surface water, groundwater and imported water resources.

---

**Discussion** As the General Plan Study Area builds-out over the next 20 to 40 years, the impact on water resources and water quality may be significant. The protection of waterways within the community, particularly the Temecula, Pechanga and Murrieta Creeks, and the Santa Margarita River, not only provides for recreation and scenic enjoyment, but also conserves sensitive plant and animals species. In addition, given Temecula's reliance on groundwater as a water supply for the community, it is important to ensure that recharge areas are protected and that water conservation measures are implemented to reduce the City's dependence on imported water.

- Policy 2.1** Coordinate with the Riverside County Flood Control District to design flood control improvements for Murrieta Creek and Temecula Creek that preserve the important natural features and resources of the local creeks and the riparian forest of the Santa Margarita River, to the maximum extent feasible.
- Policy 2.2** Identify and protect groundwater resources from depletion and sources of pollution in cooperation with the Rancho California Water District.
- Policy 2.3** Conserve potable water by requiring water conservation techniques in all new development.
- Policy 2.4** Use reclaimed water for the irrigation of parks, golf courses, publicly landscaped areas and other feasible applications as service becomes available from RCWD and EMWD.

- Policy 2.5** Require the use of soil management techniques to reduce erosion, eliminate off-site sedimentation, and prevent other soil-related problems that may adversely affect waterways in the community.
- Policy 2.6** Regulate and manage lands adjacent to or affecting watercourses as stipulated by the Regional Water Resources Control Board.
- Policy 2.7** Ensure that approved projects have filed a Notice of Intent and Stormwater Pollution Prevention Plan in accordance with the Federal Clean Water Act, prior to issuance of building permits.
- Policy 2.8** Ensure adequate inspection and enforcement of the requirements of General Construction Permits, particularly related to erosion control during grading and construction.
- Policy 2.9** Participate in regional planning for the Santa Margarita River Watershed in conjunction with Federal, State, Regional and local agencies, and non-profit organizations.
- Policy 2.10** Participate in water resource management planning to facilitate the long-term availability of water resources for western Riverside County.

---

**Goal 3** Conservation of important biological habitats and protection of plant and animal species of concern, wildlife movement corridors, and general biodiversity.

---

**Discussion** The interrelationship between the built and natural environments has a strong influence on the character and quality of life in Temecula. The permanent dedication of open space within the Study Area should be to conserve resources of significance, as well as to provide recreational opportunities, and to ensure viable ecological connections between significant natural areas. The preservation of natural resources helps to preserve biological diversity; provide passive recreation and educational opportunities; facilitate the maintenance of natural, life-sustaining systems; and provide residents with the opportunity to observe wildlife in natural environs. Wildlife corridors can exist in conjunction with recreation trails and other open space uses. This multiple function leverages the protection of species of concern by simultaneously providing open space and meeting recreational needs. The intent of this goal is to identify, preserve and properly manage natural resources within and adjacent to the community.

- Policy 3.1** Require development proposals to identify significant biological resources and provide mitigation, including the use of adequate buffering; selective preservation; the provision of replacement habitats; the use of sensitive site planning techniques including wildlife corridor/recreational trails; and other appropriate measures.

### III. GOALS AND POLICIES

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**Goal 1**      **A high quality parks and recreation system that meets the varying recreational needs of residents.**



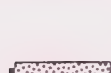
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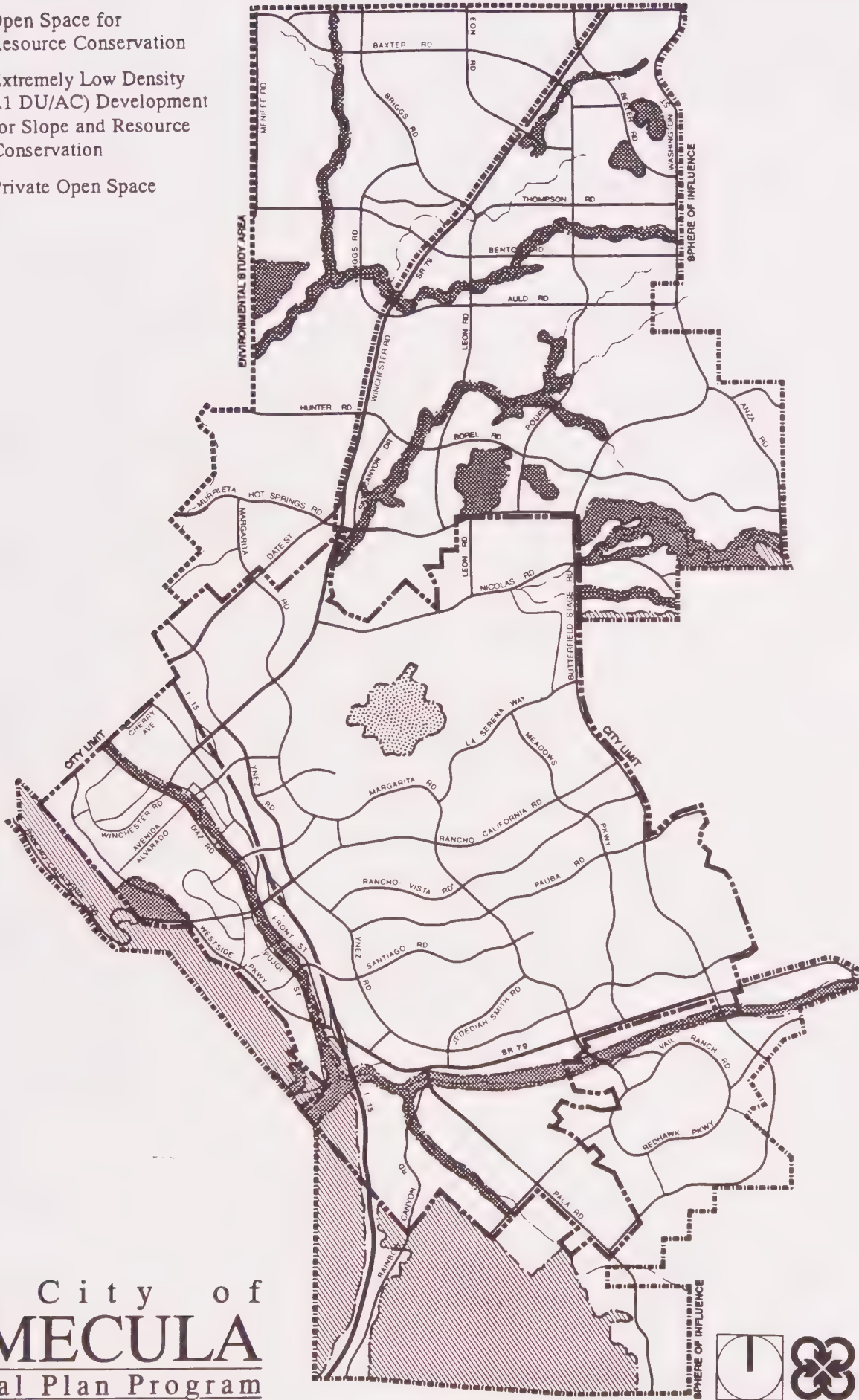
**Discussion**    A quality parks and recreation system is a high priority for both the City and Temecula residents. Implementation of the Parks and Recreation Master Plan is a critical first step in achieving this goal. The Parks and Recreation Master Plan strives to attain a balance between quantitative and qualitative levels of service. This balance involves providing an acceptable amount of useable parkland, in close proximity to residents, as well as the appropriate type and number of facilities to meet the recreation needs and desires of residents. The City's parks and recreation facilities are supplemented by other local and regional facilities, which may be influenced and fostered through inter-governmental cooperation.

- Policy 1.1**      Apply the policies and standards contained in the City's Park and Recreation Master Plan to acquire sufficient parkland and recreation facilities to support new development.
- Policy 1.2**      Require the dedication of parkland and development of facilities to be consistent with the Parks and Recreation Master Plan.
- Policy 1.3**      Require developers of residential projects greater than fifty dwelling units to dedicate land based on the park acre standard of five (5) acres of usable parkland to one thousand (1,000) population, or the payment of in-lieu fees in accordance with the Parks and Recreation Master Plan.
- Policy 1.4**      Park credit for land with floodplains shall be given in accordance with the Parks and Recreation Master Plan.
- Policy 1.5**      Pursue the joint use of public lands available and suitable for recreation purposes, including lands under the jurisdiction of the Riverside County Flood Control District, Southern California Edison, water districts, and other public agencies.
- Policy 1.6**      Encourage the enhancement and preservation of significant natural features, including riparian areas, rock outcroppings, sensitive habitat areas and viewpoints through park design and site development.
- Policy 1.7**      Encourage the enhancement and preservation of historic structures and landscape features in the design, development and use of parks.
- Policy 1.8**      Encourage public safety and compatibility with adjacent use in park design and development, including location of buildings, activity areas, lighting and parking.



# OPEN SPACE/CONSERVATION PLAN

-  Open Space for Resource Conservation
-  Extremely Low Density (.1 DU/AC) Development for Slope and Resource Conservation
-  Private Open Space



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## D. Mineral Resources


State law requires the General Plan to address the need for conserving mineral resources within the General Plan Study Area. The State Division of Mines and Geology has prepared mineral resource reports designating the mineral deposits of statewide or regional significance, that are to be used to address mineral resources within the Study Area. The report entitled, Mineral Land Classification of the Temescal Valley Area, Riverside County California, Special Report 165, evaluates the mineral deposits of the Temecula Study Area. This report was prepared in accordance with the Surface Mining and Reclamation Act (SMARA) of 1975.

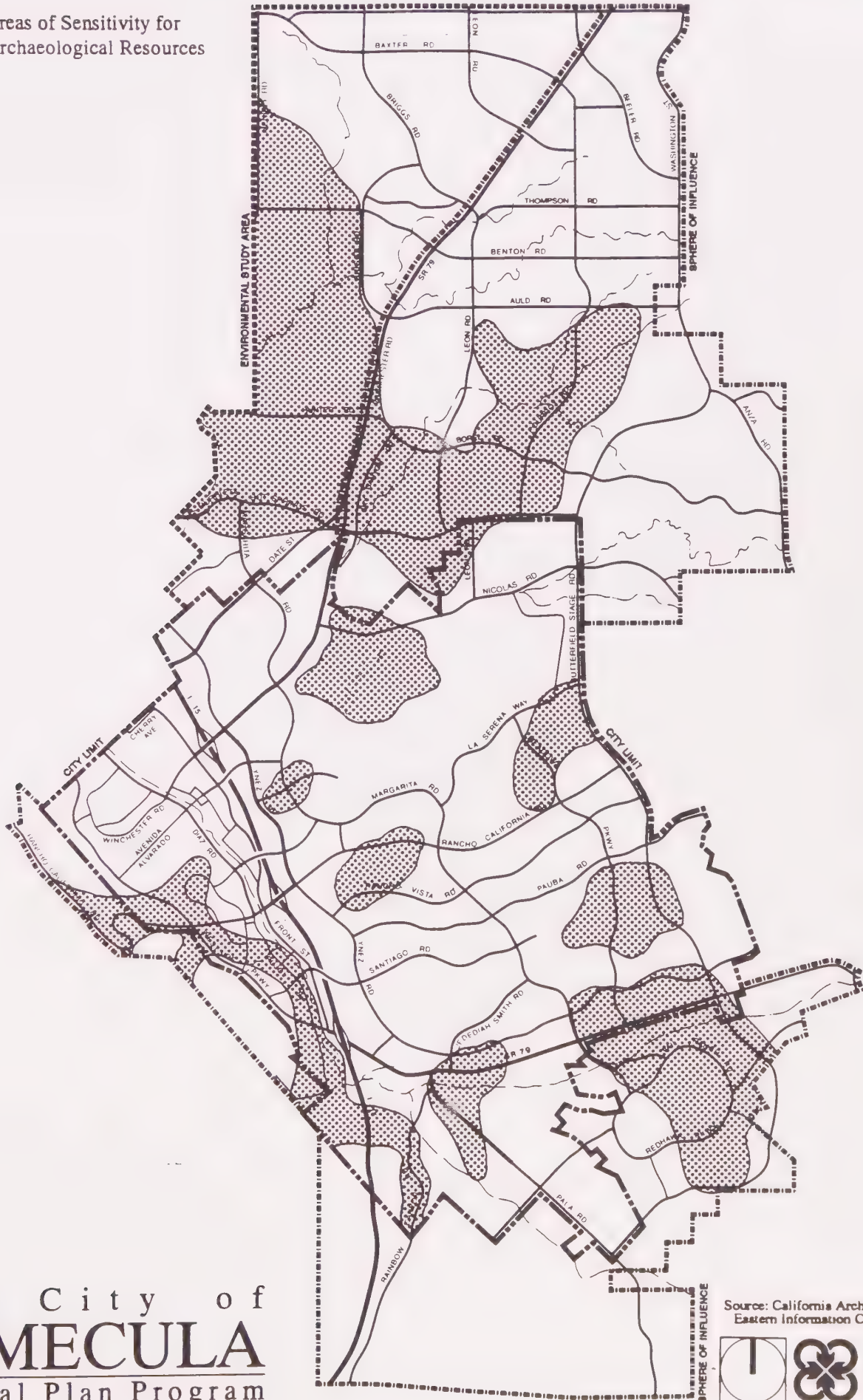
The State Geologist has classified areas into Mineral Resource Zones (MRZ) and Scientific Resource Zones (SZ). The zones identify the statewide or regional significance of mineral deposits based on the economic value of the deposits and accessibility. Within the City of Temecula, its Sphere of Influence, and the Environmental Study Area, the zoning classification of MRZ-3a has been applied by the State. The MRZ-3 areas contain sedimentary deposits which have the potential for supplying sand and gravel for concrete and crushed stone for aggregate, however, these areas are determined as not containing deposits of significant economic value based on the available data.





# SENSITIVE ARCHAEOLOGICAL AREAS

 Areas of Sensitivity for Archaeological Resources



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Source: California Archaeological Inventory,  
Eastern Information Center, UC Riverside



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FIGURE 5-6



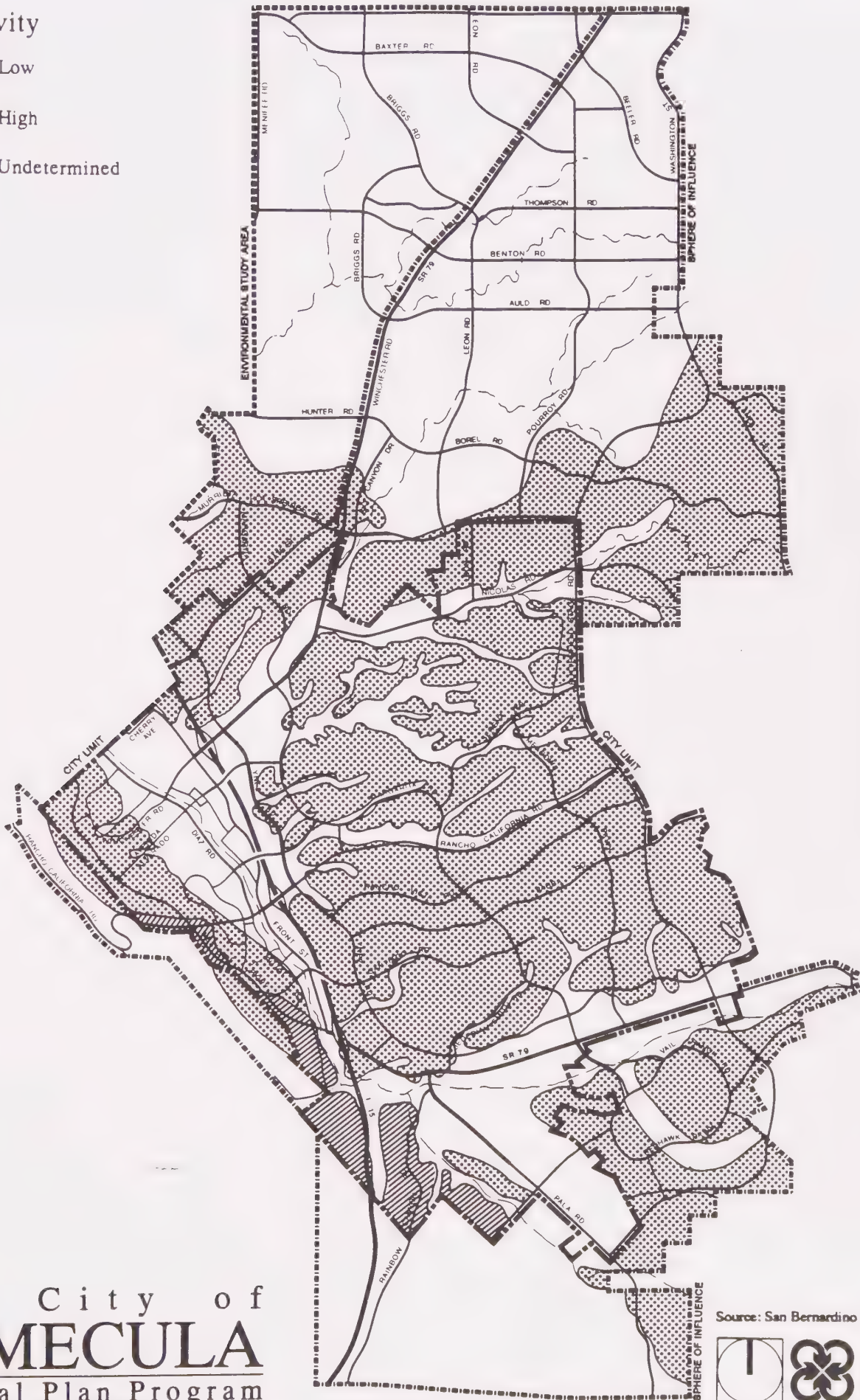
## SENSITIVE PALEONTOLOGICAL AREAS

## Sensitivity

Low

High

Undetermined



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Source: San Bernardino County Museum




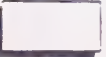
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FIGURE 5-7





# PALOMAR OBSERVATORY LIGHTING IMPACT ZONE

-  15-Mile Radius Lighting Impact Zone
-  45-Mile Radius Lighting Impact Zone







- Policy 3.2** Work with State, regional and non-profit agencies and organizations to preserve and enhance significant biological resources on publicly owned lands.
- Policy 3.3** Coordinate with the County of Riverside and other relevant agencies in the adoption and implementation of the Riverside County Multi-Species Habitat Conservation Plan.
- Policy 3.4** Encourage developers to incorporate native drought-resistant vegetation, mature trees, and other significant vegetation into the site and landscape design for proposed projects.
- Policy 3.5** Maintain an inventory of existing natural resources in the City through periodic updates of the Master Environmental Assessment.
- Policy 3.6** Limit the recreational use of designated open space areas where sensitive biological resources are present.
- Policy 3.7** Maintain and enhance the resources of the Temecula Creek, Santa Margarita River, Pechanga Creek and other waterways to ensure the long-term viability of the habitat, wildlife, and wildlife movement corridors.

---

**Goal 4** Conservation of energy resources through the use of available technology and conservation practices.

---

**Discussion** As with many other communities, Temecula is facing increased energy costs from an environmental and economic standpoint. The intent is to encourage the use alternative energy sources such as solar, wind, and thermal systems as they become economically feasible. Energy efficiency in the design of buildings and use of materials and fixtures is also important in reducing energy demand in the near-term.

- Policy 4.1** Encourage the use of site planning techniques, building orientation and building design that reduce energy use.
- Policy 4.2** Require the use of energy efficient building materials to reduce energy use.

---

**Goal 5**      **Conservation of open space areas for a balance of recreation, scenic enjoyment, and protection of natural resources and features.**

---

**Discussion** The natural features of the Study Area provide a scenic setting for the community. Topographical features such as the western ridgeline, hillsides in the northern Study Area, and natural drainage courses should be protected from insensitive development. The environmental resources of the Santa Margarita River should also be protected from insensitive activities upstream. Public views to these areas should also be maintained to the extent possible. The City's built environment contains parkways and slopes along roadways which function as an open space amenity. These corridors should be well landscaped and maintained. The linkage of open space corridors to parks and regional recreation opportunities serves to tie the community together, as well as encourage bicycling, hiking, and equestrian activities. Such linkages simultaneously encourages other environmental benefits by using the same pathways for wildlife connections.

- Policy 5.1**      Pursue the conservation of the western and southern ridgelines, the Santa Margarita River, slopes in the Sphere of Influence, and other important landforms and historic landscape features through the development review process and as a condition of project approval.
- Policy 5.2**      Identify significant viewsheds to proposed projects that may be preserved through the dedication of open space or the use of sensitive grading, site design and building techniques.
- Policy 5.3**      Encourage the use of clustered development and other site planning techniques to maximize the preservation of open space.
- Policy 5.4**      Retain and improve the quality of landscaping in parkways, public slopes, rights-of-way, parks, civic facilities and other public open areas.
- Policy 5.6**      Coordinate with Homeowner's Associations to maintain landscaping along slopes adjacent to public right-of ways.
- Policy 5.7**      Require the dedication and improvement of parkland in accordance with the policies and standards of the Park and Recreation Master Plan.
- Policy 5.8**      Require adequate open space in new development for both passive and active recreation.
- Policy 5.9**      Require the revegetation of graded slopes concurrent with project development to minimize erosion and maintain the scenic character of the community.

- Policy 5.10** Require the connection of open space and recreation areas to adjacent developments and publicly owned recreation areas where appropriate.
- Policy 5.11** Study the feasibility of establishing a System of Transferable Development Credits, in conjunction with the County, to conserve open space or agricultural uses.
- Policy 5.12** Incorporate seismic hazard safety zones into valley-wide open space and park systems.
- Policy 5.13** Encourage the use of native vegetation where re-vegetation and landscaping is to occur.

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**Goal 6** Preservation of significant historical and cultural resources.

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**Discussion** Cultural and historical resources are defined as buildings, structures, landscape features, roads, trails, objects and sites that represent significant contributions of culture and history. Temecula's heritage lies in the abundance of cultural and historical resources still remaining in the Study Area. The intent is to ensure that these resources are preserved because they provide a link to the community's past, as well as a frame of reference for the future. Development of an Indian Cultural Interpretive Center, for example, would be a source of pride for the City of Temecula and Indian community. There is also the need to take a comprehensive approach to historic preservation that seeks to establish linkages between historic sites or buildings via other historic features such as roads, trails, ridges, and seasonal waterways. The intent of the goal is also to protect and minimize disruption of the City's archaeological resources. All such resources need active protection and preservation or they will be lost.

- Policy 6.1** Maintain an inventory of areas of sensitive archaeological/paleontological sensitivity in the planning area.
- Policy 6.2** Require sites proposed for future development to be evaluated for archaeological resources in accordance with the procedures established in a Memorandum of Agreement with the Eastern Information Center at UC Riverside.
- Policy 6.3** Require sites proposed for future development that are identified in this Element as being of high or undetermined paleontological sensitivity to be evaluated by a qualified vertebrate paleontologist.
- Policy 6.4** Require sites containing significant archaeological or paleontological resources to either preserve identified sites or provide for the professional retrieval of artifacts prior to development.



- Policy 6.5** Require that a certified archaeologist and/or paleontologist be present on site during grading, earth moving, or demolition of structures when these resources have been discovered during construction, and for sites designated or potentially designated as culturally significant in order to ensure these sites are preserved and protected. Native American observers may be requested to be present on site to observe and retrieve cultural resources when deemed necessary by a certified archaeologists or paleontologist and/or when mandated by state law.
- Policy 6.6** Preserve and reuse historical buildings in accordance with the Old Town Specific Plan.
- Policy 6.7** Pursue the acquisition and preservation of historical buildings for public facilities in accordance with the Old Town Specific Plan.
- Policy 6.8** Ensure compatibility between land uses and building designs in the Old Town Specific Plan Area and areas adjacent to the Specific Plan area.
- Policy 6.9** Encourage the use of California's Historic Building Code when preserving/rehabilitating historic structures.
- Policy 6.10** Support an integrated approach to historic preservation in coordination with other affected jurisdictions, agencies, and organizations for areas within the Study Area and surrounding region that seeks to establish linkages between historic sites or buildings with other historic features such as roads, trails, ridges, and seasonal waterways.
- Policy 6.11** Encourage the preservation and re-use of historic structures, landscape features, roads, landmark trees, and trails associated with Los Alamos Road and its vicinity.

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**Goal 7**      **Protection of prime agricultural land from premature conversion to urbanized uses.**

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**Discussion** Growth pressures are threatening valuable agricultural land, which is an important component of Riverside County's economy and the agricultural lifestyle that many residents desire. The intent is to limit the adverse effects of urbanization on areas determined appropriate for long-term agricultural uses.

- Policy 7.1** Encourage the continued production of prime agricultural soils, groves and other agricultural activities in the Study Area and adjacent wine country.
- Policy 7.2** Coordinate as necessary with Riverside County in the preparation of a County Agricultural Element.
- Policy 7.3** Discourage urban development in agricultural areas outside the Village Centers or the existing built-up areas of the City.

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**Goal 8**      **A trail system that serves both recreational and transportation needs.**

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**Discussion** Temecula residents walk, hike, jog and bicycle more frequently than participating in other forms of recreation. This level of interest is significant considering that the City does not offer a formal, developed trail system. Many opportunities remain for the City to implement a recreation trail system concurrent with new development, road improvements, and flood control improvements. The future recreation trail system should connect to regional trails and function as alternative transportation routes, where appropriate. This recreation trail system can also function to link cultural and historic sites within the area to recreational amenities along local creeks, and the open spaces of the Cleveland National Forest to the southeast and the Santa Margarita River to the southwest.

- Policy 8.1**      Provide a city-wide recreation system that connects to the County's regional trail system through adoption of a Master Plan of Trails that provides for bicycling, equestrian, hiking and jogging trails and support facilities.
- Policy 8.2**      Negotiate land deeds as necessary to implement the city-wide trail system.
- Policy 8.3**      Require proposed development to provide trail connections to the city-wide trail system as defined by the Parks and Recreation Master Plan and Master Plan of Trails.
- Policy 8.4**      Require development plans to identify locations for an internal trails/sidewalk system that links land uses and provides convenient travel to transit facilities.

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**Goal 9**      **Protection of dark skies from intrusive light sources which may impact the Palomar Observatory.**

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**Discussion** The intent of this goal is to ensure the integrity of nighttime skies for the Observatory.

- Policy 9.1**      Coordinate with the County of Riverside and California Institute of Technology for Economic Research Purposes to ensure preservation procedures for dark skies are incorporated into the City development review process.
- Policy 9.2**      Participate in Palomar Observatory's dark sky conservation areas.

## IV. IMPLEMENTATION PROGRAMS

### A. Parks and Recreation Facilities

1. Adopt a Parks and Recreation Master Plan. The Plan should include policies and programs related to:
  - Parkland acquisition;
  - Park unit classification;
  - Park planning, design and development;
  - Recreation programs and services;
  - Park operations and maintenance;
  - Economic performance and finance; and
  - Legislation and ordinances.
2. Adopt a Local Park Code that incorporates standards for parkland dedication and development.
3. Review the Capital Improvement Plan for the Parks and Recreation Master Plan on an annual basis and amend as necessary to direct efforts to high priority projects.
4. Review Quimby Act fees on an annual basis to ensure that the in-lieu fees are based on the current assessed valuation of land within the City.

### B. Recreation Trails

1. Prepare and adopt a Master Plan of Recreation Trails that defines trail classifications, trail design standards, implementation mechanisms and a capital improvement program. Separate equestrian trails from other types of recreation trails wherever feasible.
2. Negotiate land deeds as necessary to implement the City's recreation trail system. Such negotiations may include:
  - Obtaining leases, securing easements from public utilities for use of easements as trails;
  - Obtaining right-of-way for trail improvements along La Serena, Ranch California Road, De Portola, Butterfield Stage Road, and Butterfield Stage Road extension;
  - Obtaining land from new development for trail improvements and connections; and
  - Obtaining land to develop trails along designated roadways.
3. Prepare and adopt an implementation and improvement plan for a city-wide bicycle system to ensure that bike routes are implemented or reserved concurrent with new development.



### C. Conservation of Water Resources

1. Work with the water districts to promote water conservation and ultimately reduce the demand for peak-hour water supply and wastewater capacity.
2. Work with the San Diego Regional Water Quality Board and other state and federal agencies to identify opportunities and techniques for maintaining or improving water quality.
3. Require new developments to be monitored in compliance with AB 3180 ("Mitigation Monitoring Program") and report to the City on the completion of mitigation and resource protection measures required for each project.
4. Review individual development projects to ensure that adequate stormwater detention facilities are provided to accommodate surface water runoff generated by the project, and where needed, incorporate detention of stormwater run-off at the point of origin.
5. Review the City adopted Uniform Building Code and require the use of water conservation measures to reduce water consumption. Such measures may include, but are not limited to, the use of plumbing fixtures that reduce water usage, low-flow toilets, drip irrigation systems and xeriscape landscaping which maximizes the use of drought-tolerant plant species.
6. Require drought-tolerant landscaping in new development.
7. Where feasible, incorporate reclaimed water systems into landscape irrigation plans.
8. Evaluate and incorporate into the General Plan where appropriate the Water Resource Management Guidelines drafted by the subcommittees comprised of Eastern Municipal Water District and local jurisdictions. The water resource management subject that should be integrated with the General Plan development policies include:
  - Water harvesting;
  - Floodplain management;
  - Watershed management;
  - Groundwater basin management;
  - NPDES requirements;
  - Retention basins;
  - Drainage facility design;
  - Landbanking; and
  - Reclamation.

## D. Conservation of Biological Resources

1. Require development proposals in areas expected to contain important plant communities and wildlife habitat to provide detailed biological assessments, assess potential impacts, and to mitigate significant impacts.
2. Require the establishment of open space areas that contain significant water courses, wildlife corridors, and habitats for rare or endangered plant and animal species.
3. Require appropriate resource protection measures to be prepared in conjunction with specific plans and subsequent development proposals. Such requirements may include the preparation of a Vegetation Management Program that addresses landscape maintenance, fuel modification zones, management of passive open space areas, provision of corridor connections for wildlife movement, conservation of water courses, and rehabilitation of biological resources displaced in the development process.
4. Develop Open Space zoning classifications that effectively regulate the types of uses and activities allowed in open space areas to minimize the impacts of grading and development in open space areas.
5. Require new developments to be monitored in compliance with AB 3180 ("Mitigation Monitoring Program") and report to the City on the completion of mitigation and resource protection measures required for each project.
6. Evaluate and pursue the acquisition of areas of high biological resource significance. Such acquisition mechanisms may include acquiring land by development agreement or gift; the dedication of conservation, open space and scenic easements; joint acquisition with local agencies; the transfer of development rights; lease purchase agreements; state and federal grants, and impact fees.
7. Utilize the resources of national, regional, and local conservation organizations, corporations, associations and benevolent entities to identify and acquire environmentally sensitive lands, and to protect water courses and wildlife corridors.
8. Continue participation in multi-species habitat conservation planning, watershed management planning, and water resource management planning efforts.

**E. Conservation of Energy Resources**

1. Actively participate in the formation of regional siting plans and policies for energy facilities.
2. Coordinate with Southern California Edison and the Southern California Gas Company to jointly determine what new energy options are appropriate as development proceeds.
3. Implement land use and building controls that require new development to comply with the California State Energy Regulation requirements.
4. Enforce all current residential and commercial California Energy Commission energy conservation standards.
5. Ensure that schools and other public institutions are designed to benefit from high efficiency heating and cooling systems, advanced lighting systems and passive solar design.
6. Coordinate with utility districts in energy-related educational media programs.
7. Adopt project-related energy conservation guidelines that would be incorporated into the development approval process to promote and require conservation strategies as development proceeds.

**F. Conservation of Open Space**

1. Where feasible, secure permanent open space through dedication, easements or other acquisition mechanisms as a part of the discretionary review process.
2. Impose conditions on new development within scenic corridors or viewsheds to preserve unique visual features.
3. Require that natural landforms be respected as part of the site planning process.
4. Prepare a City Hillside Grading Ordinance to provide for the preservation of sensitive hillside and canyon areas, and require the use of proper soil management techniques to reduce erosion, sedimentation and other soil-related problems.
5. Preserve the natural open space character of the City through the development of effective land development regulations. Such regulations may include limiting grading of natural land forms, limiting the intensity of development in certain areas, regulating setbacks, requiring vegetation, and conserving mature trees.



6. Provide for a Planned Unit Development process in the Development Code to allow clustering of development and the dedication of open space for conserving natural resources, views, and providing additional recreational opportunities.
7. Require new developments to be monitored in compliance with AB 3180 ("Mitigation Monitoring Program") and report to the City on the completion of mitigation and resource protection measures required for each project.

## G. Preservation of Historical and Cultural Resources

1. Enter into a Memorandum of Agreement with the Eastern Information Center of UC Riverside to establish procedures for reviewing the archaeological sensitivity of sites proposed for development.
2. Utilize the development and environmental review process to ensure that appropriate archaeological and paleontological surveying and documentation of findings is provided prior to project approval.
3. Require effective mitigation where development may affect archaeological or paleontological resources.
4. Require that an archaeologist or paleontologist be retained to observe grading activities in areas where the probable presence of archaeological or paleontological resources is identified.
5. Enforce the provisions outlined in Appendix K of the California Environmental Quality Guidelines with regard to the preservation or salvage of significant archaeological and paleontological sites discovered during construction activities.
6. Implement a low interest loan program through the Redevelopment Agency, when feasible, for the rehabilitation and maintenance of significant architectural, historical, and cultural buildings and districts.
7. Consider the adoption of a Historic Preservation Ordinance to protect historically significant buildings, sites, roads/trails, and other landscape elements, while encouraging their re-use where appropriate.
8. Apply for recognition of local sites in the State Historic Resources Inventory, as Riverside County Landmarks, as State Points of Historic Interest, as State Landmarks, and as sites on the National Register of Historic Places, as deemed necessary.
9. Require new developments to be monitored in compliance with AB 3180 ("Mitigation Monitoring Program") and report to the City on the completion of mitigation and resource protection measures required for each project.

**H. Conservation of Agricultural Resources**

1. Develop effective zoning regulations or other land use mechanisms which control the expansion of intensive non-agriculture development onto productive or potentially productive agriculture lands.
2. Recognize existing agriculture preserve contracts and promote the inclusion of additional prime agriculture land.
3. Scenic or resource conservation easements should be evaluated as suitable means for protecting prime farmland that is located adjacent to residential areas and where the property does not qualify for inclusion in an agriculture preserve program.
4. Implement a program that uses the Village Center concept to reduce urban sprawl into agricultural areas.
5. Require new developments to be monitored in compliance with AB 3180 ("Mitigation Monitoring Program") and report to the City on the completion of mitigation and resource protection measures required for each project.

**I. Conservation of Dark Skies/Astronomic Observation Resources**

1. Ensure that the City's Light Pollution Control Ordinance is complied with when building plans are submitted for permits and when project are field inspected.
2. Ensure that Environmental Impact Reports for proposed projects address the issue of light pollution. Coordinate with Caltech in the review of draft EIR's for projects within 45 miles of the Palomar Observatory.









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## I. INTRODUCTION

The purpose of the Growth Management/Public Facilities Element is to promote orderly growth and development based on the City's ability to provide adequate public facilities and services. Substantial future development is anticipated in the General Plan. Housing is anticipated to increase from 11,460 units, estimated currently within the City, to some 28,190 dwelling units at build-out. Business Park and commercial uses are expected to grow by a total of 2,131 acres at build-out of the City. This Element sets forth policies, standards, and implementation measures to ensure that future development is coordinated with public facilities and services at desired levels of service. Other aspects of growth management are found within the Land Use, Circulation, Air Quality and other elements of Temecula's General Plan. Taken together, these sections will influence growth and development within the City and surrounding areas to achieve the quality of life embodied in the Plan.

### A. Authorization and Scope

The California Government Code, Section 65303, states that "the general plan may include any other elements or address any other subjects which, in the judgement of the [City Council], relate to the physical development of the...city." By increasingly common practice in California, cities are opting to include growth management and public facilities elements, or related policies in the General Plan. Once adopted, this element carries the same force and effect as a required element and must be internally consistent with the other elements of the General Plan.

The public facilities component of the Growth Management/Public Facilities Element addresses both infrastructure and public services. Infrastructure includes sewer, water, storm drain systems, solid and hazardous waste disposal, as well as public utilities. Public services include police, fire, emergency medical, public schools, and civic and cultural facilities. More detailed information about existing public facilities and services is provided in the Master Environmental Assessment.

The growth management component of this Element addresses local and regional growth management issues including compliance with State laws affecting growth management in Temecula.

### B. Related Plans and Programs

#### 1. Riverside County Growth Management Element

The Comprehensive General Plan for Riverside County includes a Growth Management Element. The purpose of the Element is to set strategy for managing change in the County. The Element was initiated by the Board of Supervisors after the defeat of a citizens' ballot initiative in November of 1988 which proposed to place a cap on the County's growth rate. The Element directs the preparation of numerous programs including an Air Quality Element, an Open

Space Program, and Agricultural Element, a Comprehensive Transportation Plan, a Public Facilities and Services Element Update, an Economic Development Strategy, an Annual Growth Report, Phasing Plans, and a Capital Improvement Plan. The Element also includes a "vision" map designating ultimate community boundaries which is subject to review and periodic amendment. The map also identifies areas for rural and agricultural development, and areas to remain as open space. The Growth Management Element policies provide for phasing of capital improvements and preparation of five-year public service development phasing plans, so that adequate public facilities will be available to serve new development. The County's Growth Management Element was used as a guide in preparing Temecula's Growth Management/Public Facilities Element.

**2. Western Riverside Council of Governments (WRCOG) Growth Management Strategy**

In response to Riverside County's Growth Management Element, the WRCOG joined forces with the Coachella Valley COG to develop comprehensive Growth Management Strategy that both City and County government could support. The Plan includes a Vision Statement, and policies concerning land use, governmental organization, financing of local government, and public services and facilities plans. The WRCOG's Growth Management Strategy is significantly reinforced in the goals, policies, and growth management strategy of this Element.

**3. Southern California Association of Governments (SCAG) Growth Management Plan**

SCAG's Growth Management Plan recommends ways to redirect the region's growth in order to minimize congestion and better protect the environment. While SCAG lacks the authority to mandate implementation of the Plan, other agencies, such as the Air Quality Management District, are authorized to mandate implementation of the Air Quality Management Plan, a program that encompasses provisions of SCAG's Growth Management Plan. The City is subject to all AQMP requirements for local jurisdictions as discussed further in the Air Quality Element of the General Plan.

**4. Congestion Management**

Propositions 108 and 111 were passed by the electorate in June 1990. This action established new requirements for transportation planning and funding in California's urban counties. Urban counties are defined as those counties with an urbanized area containing a population greater than 50,000 persons. The essence of the legislation was to make funding available from increased gas taxes only to those urban counties and their cities in which specific actions (enumerated in the legislation) were undertaken to reduce congestion on State Highways and "principal" arterial highways designated by the responsible local authority.



The Congestion Management Program (CMR) for Riverside County was adopted in September 1991. The City's responsibilities for participating in the CMP are discussed in detail in the Circulation Element.

**5. City of Temecula Source Reduction/Recycling Element**

Pursuant to the California Integrated Waste Management Act of 1989, AB 939, a Source Reduction and Recycling Element (SSRE) has been prepared by the City. The purpose of the SSRE is to establish a local plan to reduce solid waste 25 percent by 1995, and 50 percent by the year 2000. The Element contains source reduction, recycling and composting strategies to meet the diversion goal.

In October, 1991, the City began implementation of its curbside residential waste separation program. Recyclable and compost materials are separated from household trash and transported to processing centers in Perris and Corona respectively. The General Plan contains goals and policies which are designed to further the reduction objectives of the SSRE.

**6. City of Temecula Household Hazardous Waste Element**

California law requires cities and counties to develop programs to address household hazardous waste under AB 2707, a companion bill to the Integrated Solid Waste Management Act (AB939), and under the Tanner hazardous waste management planning legislation (AB2948). The City has prepared a Household Hazardous Waste Element (HHWE), which identifies a program for the safe collection, recycling, treatment, and disposal of hazardous wastes generated by households in the City. These hazardous wastes should be separated from solid waste and not dumped into County landfills. The City's HHWE contains preventative ordinances and provides for four roundups of household hazardous waste per year. The General Plan is consistent with the objectives of the HHWE.

**7. Riverside County Fire Protection and Emergency Medical Response Master Plan**

The City of Temecula contracts with the Riverside County Fire Department (RCFD) for fire protection services, whose operations are governed by the Comprehensive Fire Protection Master Plan. The Master Plan provides guidance for the provision of fire protection and emergency services in cities and the unincorporated areas protected by the RCFD. The Plan provides a description of current and projected fire protection and the emergency services environment. Goals and objectives related to the provision of fire protection and emergency services are also established in the Master Plan. Finally, optimal levels of service are identified along with implementation programs designed to achieve these service levels.



**8. Riverside County Flood Control District Master Drainage Plan for Murrieta Creek Area**

In 1986, the Riverside County Flood Control and Water Conservation District completed the Master Drainage Plan for the Murrieta Creek area. The purpose of the plan was to identify and evaluate the regional drainage needs within the Murrieta Creek area, and to recommend drainage facilities that would provide flood protection for existing and future development. The recommended improvements consist of the channelization of Murrieta Creek and its major tributaries. These backbone system improvements are necessary to relieve the area of its most serious flooding problems. Specifically, these improvements would result in the removal of a large land area adjacent to Murrieta Creek for floodplain status, control of stream bank erosion along Murrieta Creek and its tributaries, and mitigation of severe flooding potential of Old Town.

**9. Riverside County Solid Waste Management Plan**

In 1972, the State Legislature adopted the California Solid Waste Management and Resource Recovery Act which required each county within the State to prepare a solid waste management plan for all waste generated in the County and disposed of in or outside of the County. In compliance with the Act, the Riverside County Solid Waste Management Plan was prepared (recently amended in 1988), and serves as the general guideline for waste management in the County.

## II. GROWTH MANAGEMENT STRATEGY

### A. Introduction

Growth management and growth control are two terms in common use today. They do not necessarily mean the same thing. Growth management may cause growth to occur at greater or lesser degrees or in different ways than would happen if unconstrained market forces prevailed. Mainly, it is a means of assuring that growth can be handled satisfactorily. Growth control (sometimes referred to as "slow growth") is usually aimed solely at constraining growth.

It is the intent of the City of Temecula to **manage** its growth through the adoption of a Growth Management Element within its first General Plan. The City's decision is predicated on the belief that it has two parallel responsibilities: 1) a responsibility within the community to ensure that facilities and services are in place when needed to serve growth and 2) a responsibility within Riverside County to join in a cooperative growth management effort to effectively address the regional implications of local land use decisions and facility planning. The Growth Management Element for Temecula addresses these two levels of responsibility within the Growth Management Strategy and supporting goals, policies and strategies provided below.

### B. What is Growth Management?

Growth Management is the act of influencing, guiding and directing the physical growth of an area by local government. Fundamentally, all growth management systems involve influencing, directly or indirectly, one or more of the familiar components of land use planning:

- The amount of growth
- The type of growth (nature and mix of uses)
- The pattern and location of growth
- The timing or phasing of growth
- The density or intensity of growth
- The quality of growth

The key factor distinguishing growth management from land use planning is its deliberate intent to augment market forces in shaping the pace and conditions under which the community evolves. Local governments have long used a variety of approaches to regulate development: general plans, subdivision controls, zoning ordinances, and building codes. These have been the traditional methods of guiding growth in American cities and, over time, these tools have become more comprehensive and complex. Nevertheless, these traditional approaches have often been criticized for not being effective enough in shaping the growth desired within a community, controlling its timing, or dealing with its impacts—particularly the infrastructure, environmental and fiscal impacts.

Today, a wide array of growth management and control measures are in use - an accumulation of traditional, environmental, fiscal, and capacity measures. Such measures include: special requirements for phasing development and public improvements; limits within which growth can occur for a prescribed period of time; special standards for development within certain areas; incentives for some kinds of development and restrictions on others; programs to stimulate growth at certain times and retard it at others; and systems and procedures for administering a growth management program. The form and degree of growth management should be tailored to the particular needs, priorities and philosophies of the community.

The purposes of growth management, as with planning, are to achieve agreed upon physical, social, economic, environmental, and fiscal goals in a cost effective, equitable, and politically stable manner. Equity is a major consideration in the formulation of any growth management strategy. Critics contend that certain growth management techniques are inflationary, exclusionary, and often motivated by existing residents' desires for self-enrichment at the expense of newcomers, especially the less affluent. On the other hand, the lack of a proactive growth management program can lead to public frustration and backlash against growth, as has been the case in many California communities.

### **C. Growth Management Strategy for Riverside County**

As previously discussed, the Western Riverside Council of Governments (WRCOG) is preparing a Growth Management Strategy for Riverside County. The City's Growth Management Element acknowledges and supports WRCOG's overall goal of a cooperative growth management effort among local jurisdictions in the County. Furthermore, the Element reinforces and supports many of the policies of WRCOG's strategy that the City hopes are also embraced by other jurisdictions. The successful implementation of a growth management strategy in Riverside County depends on the voluntary and cooperative participation of all jurisdictions.

### **D. Growth Management Strategy for Temecula**

Managing growth does not mean stopping change or closing the doors to new residents or businesses. Properly designed and implemented, a comprehensive growth management program provides a framework that will enable Temecula to balance and accommodate diverse and competing interests, while ensuring the quality of life expected by the citizens of the community.

The General Plan provides an approach or "strategy" for managing growth in Temecula, which is embodied in the goals and policies of this Element. The strategy is intended to guide the preparation of a subsequent Growth Management Program (GMP) that will be linked to other programs of the City, including the 5-year Capital Improvement Program, the Congestion Management Program, facilities and services master plans, and fee ordinances.



The Growth Management Strategy for the City of Temecula is comprised of the following ingredients:

**1. Level of Service Standards**

Level of service standards will be established for those facilities and services that are under the direct responsibility of the City. These include: fire protection, police protection, paramedic services, local flood control and drainage, solid waste collection, and local government facilities (civic center). Level of service standards are dependent upon a number of key factors, which are evolving over time. Such factors include: the needs and desires of the citizens, land use patterns and type of development, and the financial ability of the City to maintain level of service. In addition, the cost of providing and maintaining a particular level of service inherently involves an opportunity cost or what has been sacrificed to achieve level of service. For example, allocating additional resources to the police force may mean the City has to forego the opportunity to provide additional recreation facilities, day care, and other social services that assist economically disadvantaged groups. The standards for police, fire and paramedic services should be stated in response times and a personnel ratio. For facilities and services such as, libraries, schools, and water supply, coordination and negotiation with the providers is required to set and maintain standards that are adequate for the community. The GMP should develop a system for achieving adequacy, which would include the following considerations:

- Steps to plan, finance and build the facility;
- Strategies to reduce existing or projected demand; and
- Modifications of standards.

**2. Phasing Public Facilities/Services to Support Development**

Guidelines will be established for requiring the needed public facilities and infrastructure to be phased in relation to development. Phasing requirements would then be tailored to individual projects prior to project approval. Specific plans should include phasing plans that specify when facilities and infrastructure improvements will be implemented to satisfy Level of Service standards. Large-scale development projects should also define phasing requirements in relation to regional infrastructure and facilities plans.

**3. Inter-jurisdictional Agreements**

Agreements will be sought as necessary with the County of Riverside, the City of Murrieta, and the County of San Diego to address land use, facilities and infrastructure decisions that have cross-jurisdictional impacts. The agreements may involve joint planning and review efforts to ensure that new development can be adequately serviced. Additionally, the agreements may involve joint measures to provide regionally significant open space corridors and the conservation of rural and agricultural lands.

#### 4. Direct Growth in the Urbanized Areas

Encourage new development and rehabilitation in the existing urbanized portion of the General Plan Study Area. The GMP should evaluate and provide incentives for infill development and intensifications where appropriate, in the urbanized area. Alternative incentives would include such devices as: the potential use of lower fees, development agreements, joint public/private projects, and density bonuses. The key reasons for focusing development within the urbanized area is to improve and/or complete the existing infrastructure systems (roads, sewer and water); to discourage inefficient leap-frog development; and to conserve significant open space and agricultural resources. The GMP will define priority growth areas over the next 5- to 10-year period. Proposed development outside the priority growth areas should be evaluated based on the following considerations:

- Does the project contribute to the completion of an existing infrastructure system?
- Is there existing infrastructure nearby that can readily be extended to service the project?
- Will the project contribute to the housing supply for low and moderate income households?
- How soon after entitlement will the project likely be constructed?
- Will the project help to stimulate local or regional economic recovery?

#### 5. Village Centers

Priority growth areas include the Village Centers which are located conceptually in the Land Use Element. Within the Village Centers, a higher intensity mix of residential, employment, shopping and service uses would be encouraged. These mixed-use areas will be designed with a pedestrian orientation to permit a useful share of the local trips to be made by foot or bicycle. The design of Village Centers should make pedestrian access to transit stops more convenient. Where current economic conditions do not allow for future development at the desired intensities, site plans should allow for future intensification and expansion. For example, surface parking could be planned for future conversion to structured parking and additional employment or residential uses.

## 6. Conserve Resources

Develop an action plan within the GMP to begin the establishment of a comprehensive open space system. This will involve the detailed study and evaluation of the policies and implementation techniques provided in the Open Space and Conservation Element. A potentially effective tool that will be examined is the feasibility of a Transfer of Development Rights (TDR) Program. The additional mitigation measures contained in the General Plan Environmental Impact Report, particularly the Recommended Riparian Corridors (Figure 19) will also be evaluated for the GMP.

This is a critical component of the GMP due to the significance of the resources to the long-term quality of life within the community. Prior to incorporation, the City experienced a severe loss of open space, and shortage of parks and recreation facilities, due to deficient park planning. Repetition of this situation, as Temecula continues to grow, can be avoided through proactive growth management planning.



### III. SUMMARY OF PUBLIC FACILITIES AND RELEVANT ISSUES

Facilities and services provided in Temecula may be categorized as either 1) those under the direct responsibility and authority of the City, either directly or through contract arrangements; or 2) those under the responsibility and authority of another unit of government which are vitally important to the well being of the City and its citizens.

The facilities and services under direct City responsibility include:

- Fire protection (contracted to Riverside County Fire Department)
- Paramedic Emergency Services (contracted to Riverside County Fire Department)
- Police/Sheriff (contracted to Riverside County Sheriff's Department)
- Civic Center
- Flood Control/Drainage (local storm drain facilities)
- Solid Waste (contracted to private companies)

The facilities and services currently under other governmental responsibility include:

- Library (Riverside County)
- Water Supply (Rancho California Water District)
- Sanitary Sewer Facilities (Eastern Municipal Water District)
- Schools (Temecula Valley Unified School District)
- Flood Control (major facilities by Riverside County Flood Control and Water Conservation District)
- Gas and Electric Service

The differences are significant in terms of the City's ability to control policies, programs and budget related to these functions. The City has direct control in the first category and therefore exercises direct authority over level of service standards. Where contract services are provided, such as fire and police protection, the City may address level of service standards through the contract process.

The City may only influence decisions regarding the second category. Thus, the levels of service may or may not be to the City's liking. In those cases, the option would be to find ways of negotiating changes if the City desired different standards.

An additional consideration is the degree of control the City has over placing conditions of approval on proposed development projects regarding public services that are impacted by a project. Again, the City has the ability to impose conditions directly regarding the first category and only indirectly in the second.

#### A. Fire Protection and Emergency Medical Services

The Riverside County Fire Department (RCFD), who operates in conjunction with the California Department of Forestry and Fire Protection (CDF), provides fire protection services on a contract basis to the City. The City contract provides funding for 23.6 fire personnel.

Currently, there are two fire stations within the City of Temecula. Station 73 is located at 27415 Enterprise Circle, and Station 12 is located at 28330 Mercedes. The stations are staffed by paid and volunteer personnel. The following table identifies fire facilities and staffing levels.

Table 6-1 Temecula Fire Facilities and Staffing	
Equipment	Personnel
<b>STATION 73</b>	
	Battalion Chief
1-1000 GPM engine	3 firefighters
1-100' Aerial platform -1750 GPM Quint	4 firefighters
1-1250 GPM Reserve Engine	No staff currently assigned
1-Light & Air Support	Volunteer staffed
<b>STATION 12</b>	
1-1000 GPM Engine	3 firefighters
1-Squad	Volunteer staffed
1-1250 GPM Engine	Volunteer staffed
2-CDF Wildland Engines	Minimum 3 firefighters each during declared fire season. January - April one engine staffed with 2 firefighters.

According to the RCFD, current contract personnel provide adequate levels of service to the City. The County's level of service for responding to fires and providing emergency medical treatment are shown in Table 6-2. The fire department will monitor projected population increases and make recommendations regarding the addition of personnel during the contract renewal process. Three new stations are proposed by the Riverside County Fire Master Plan, which are located on Figure 6-1.

**Table 6-2  
Current Fire/Emergency Medical Service  
Response Time Objectives**







Category	Land Uses	Fire Response Time	Emergency Medical Service Response Time
I-Heavy Urban	Regional/community commercial, heavy industry, residential 8-20 du/ac.	Apply extinguishing agent to structure and vegetation within 7 minutes of dispatch for commercial/industrial uses and within 8 minutes for residential.	Initiate emergency medical service within five minutes of alarm.
II-Urban	Range of commercial and industrial uses, residential 2-8 du/ac.	Initiate suppression action within 10 minutes of alarm for 90 percent of all fires.	Initial emergency medical services within 10 minutes of alarm.
III-Rural	Small scale commercial, manufacturing, service commercial, medium industrial land uses, residential .2-1 du/ac.	Initiate suppression action within 10 minutes of alarm for 90 percent of all fires.	Initiate emergency medical service within 10 minutes of alarm.
IV-Outlying	Agriculture, industry, residential 1 du/5 ac.	Initiate suppression action within 15 minutes of alarm for 90 percent of all fires.	Initiate basic emergency first aid within 20 minutes of alarm, until released by medical authority.
Source: Riverside County Fire Protection and Emergency Medical Master Plan, November 15, 1986.			

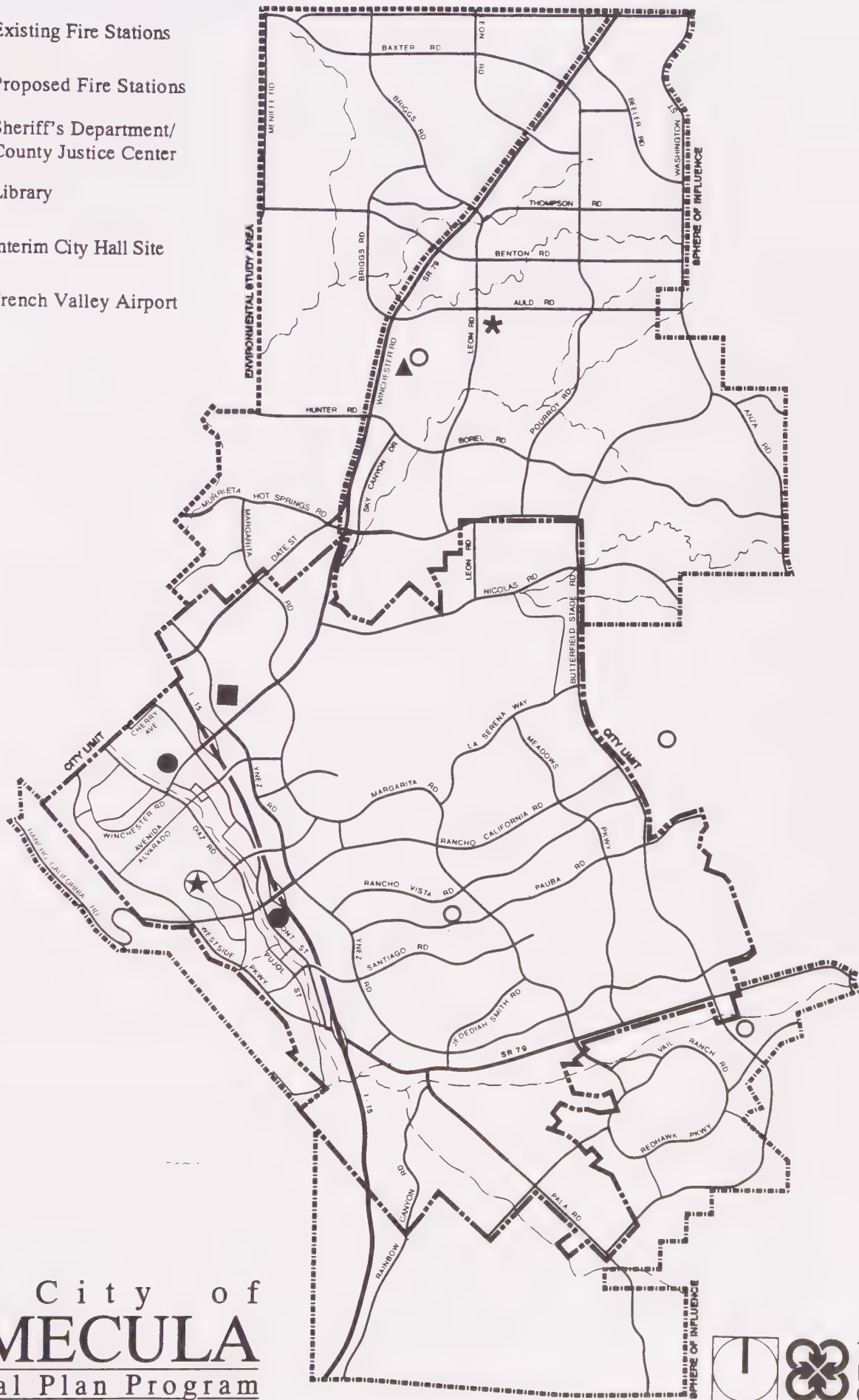
## B. Police Protection Services

The City of Temecula contracts with the Riverside County Sheriff's Department for law enforcement services. This contract provides for the assignment of thirty-one (31) sworn officers and seven non-sworn officers to the City. These officers are supported by two lieutenants, seven sergeants and six investigators. Other manpower resources such as, bomb disposal, emergency services team, and internal affairs investigation are provided through various divisions with the Sheriff's Department.

The current personnel to population ratio established by the City of Temecula is one full-time officer per 1,000 residents. This LOS standard is currently being met within the City. The City will need to review population figures periodically and revise its contract with the Riverside County Sheriff's Department in order to maintain this level of service concurrent with anticipated growth.



-  Existing Fire Stations
-  Proposed Fire Stations
-  Sheriff's Department/  
County Justice Center
-  Library
-  Interim City Hall Site
-  French Valley Airport



## C. Solid Waste Disposal

The City presently contracts with two private firms for solid waste disposal. Both haulers transport the City's waste to the El Sobrante Landfill, located in unincorporated Riverside County, south of Corona. The El Sobrante Landfill is a Class III landfill with a life expectancy through the year 2002. The landfill occupies 160 acres and accepts an average of 900 tons per day. Western Waste Industries, the owner and operator of the landfill, has indicated that expansion of the facility could increase the life expectancy. Expansion plans are currently under preparation.

The City began implementation of its curbside recycling program in the fall of 1991. The purpose of this program is to reduce solid waste disposal through recycling and composting of wastes. Residents in the City separate recyclable materials and garden materials from their waste. Recyclable materials are transported to a center in Perris for processing. Garden materials are hauled to a separate facility for composting, and the remaining waste is hauled to the El Sobrante Landfill.

Sufficient landfill capacity to accommodate projected growth is an issue the City must address. The City will adopt its Source Reduction and Recycling Element (SSRE) in Fall, 1993, pursuant to State law. Implementation of the SSRE programs are necessary to achieve the 25 percent diversion goal by 1995 and 50 percent diversion goal by 2000.

## D. Libraries

The City of Temecula is a member of the Riverside County Library District. This District maintains 25 library facilities throughout Riverside County, in both unincorporated and incorporated areas.

A 15,000 square foot library facility has recently opened in the Walt Abraham Administrative Center, north of Winchester Road (Figure 6-1). The facility was originally intended to serve residents in the southwest area of unincorporated Riverside County. However, as a result of Temecula's incorporation, the Temecula Library is now located within City boundaries. The library will contain 50,000 volumes and is anticipated to be adequate to serve the current populations of the Cities of Murrieta and Temecula.

The issue of greatest importance to the Library District is adequate funding to provide for its adopted library service standards. The standards call for 1.2 volumes and .5 square feet of library space per capita. The District currently provides only .13 square feet and .97 volumes per capita County-wide. Revenue for the Library District is obtained from a Special District tax collected by the County. However, the District competes with other County agencies for this funding, and therefore the level of funding to the County Library is uncertain. Demand for libraries goes hand in hand with population increases. The library is often seen as a community symbol, a source of community identification. Although the Temecula Library is currently adequate to

serve the population base, there will be a need in the future for other libraries to the north, south, and east. The establishment of a local library specific development fee to be collected by the City is one way to provide funding for expanding library space.

#### **E. Water Service**

The Rancho California Water District (RCWD) is the retail supplier of potable water to the City. Figure 6-2 shows existing water distribution facilities in the Study Area. Eastern Municipal Water District (EMWD) provides water service to the northern portions of the Sphere of Influence. Water distributed from the Murrieta-Temecula groundwater basin ranges from 50% to 85% depending on annual rainfall. The water supply is supplemented from imported water from the Metropolitan Water District. The RCWD has a current annual supply capability of 59,000 acre feet which is adequate to meet current demand for potable water. The Water District is investigating a number of sources to meet long-range demands including upgrading existing wells, adding wells, implementing a water recharge program, and increasing the use of reclaimed water. Reclaimed water is particularly suitable for irrigating golf courses, greenbelts, freeway landscaping, and community parks. A combination of these improvements will ultimately be necessary to accommodate future demands in the City and remaining Study Area.

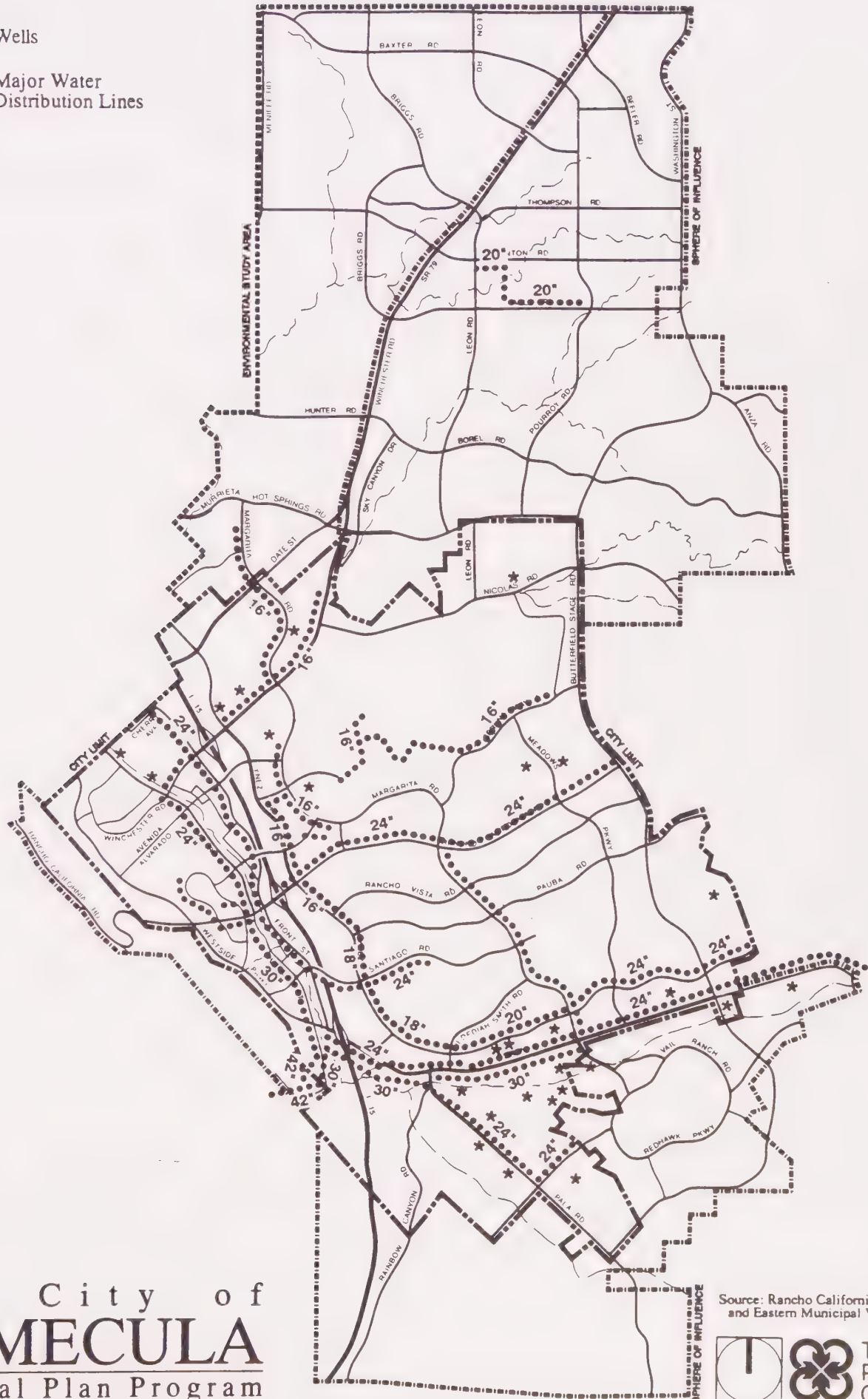
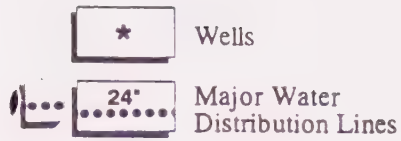
#### **F. Wastewater Service**

Wastewater facilities for the Study Area are provided by Eastern Municipal Water District (EMWD). The wastewater collection system is shown in Figure 6-3. EMWD is under the jurisdiction of the San Diego Regional Water Quality Control Board. The Water District is currently meeting treatment demand in the Temecula area and is able to treat 4.25 million gallons per day at the Rancho California Treatment Plant. Expansion of this facility will increase treatment capacity by 10 million gallons per day by 1992 and another 10 million gallons by 1994. Further expansion is planned by 2003, yielding another 10 million gallons per day. It is important for EMWD to monitor increases in wastewater generated by continuing development.





# EXISTING WATER DISTRIBUTION SYSTEM AND FACILITIES



Source: Rancho California Water District  
and Eastern Municipal Water District





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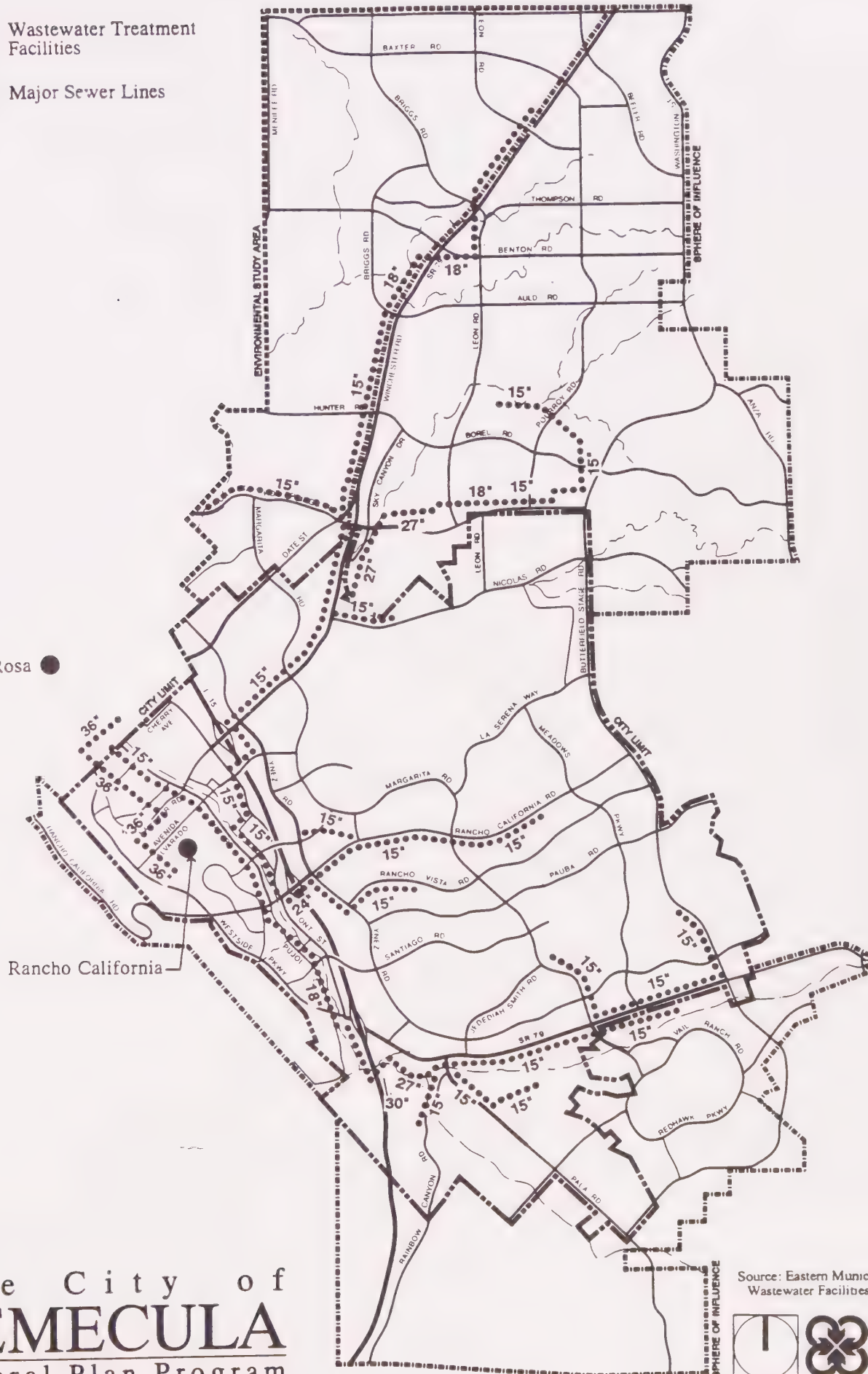
FIGURE 6-2





# WASTEWATER COLLECTION SYSTEM

-  Wastewater Treatment Facilities
-  15" Major Sewer Lines





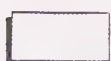




Source: Eastern Municipal Water District  
Wastewater Facilities Master Plan

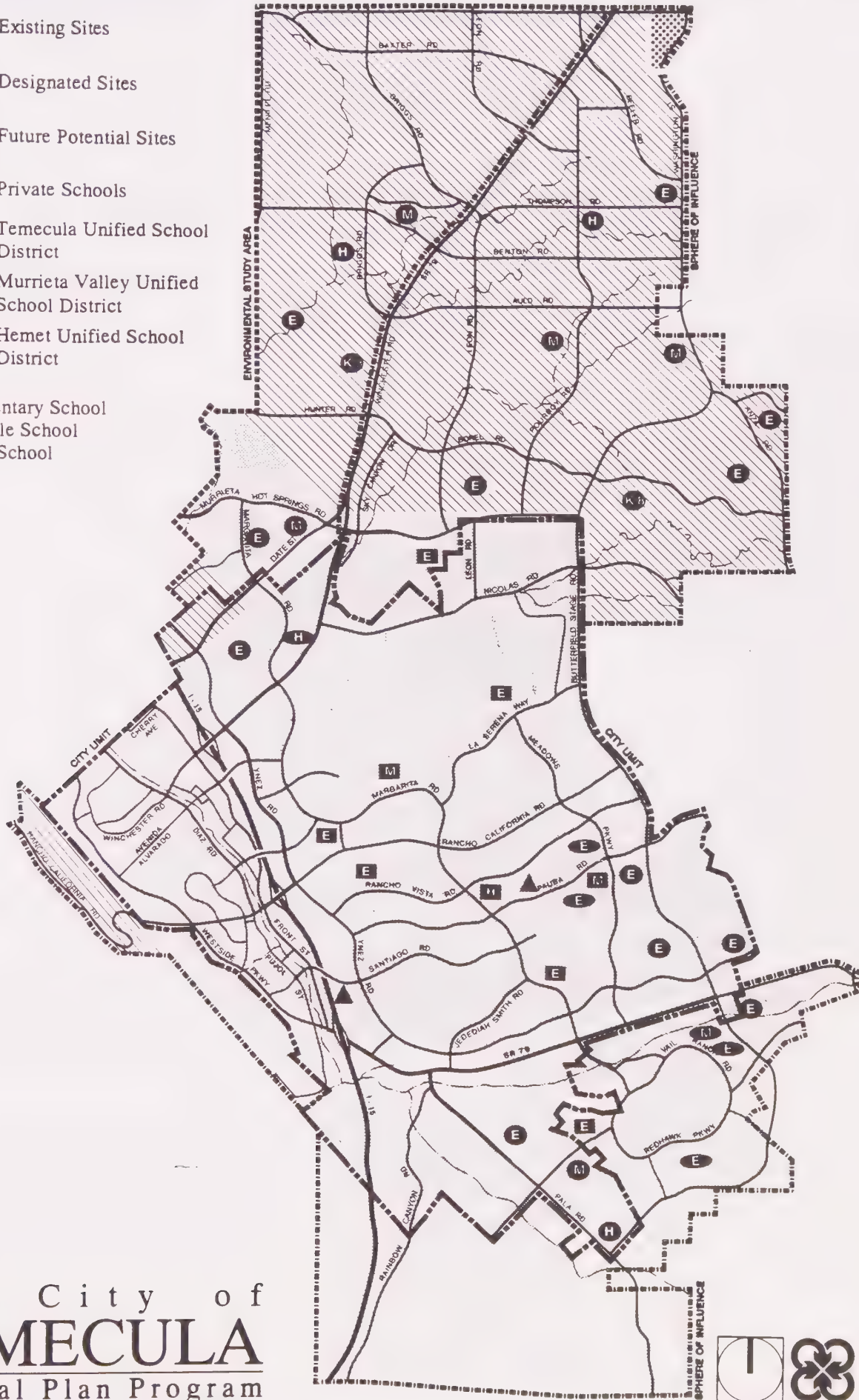


FIGURE 6-3



-  Existing Sites
-  Designated Sites
-  Future Potential Sites
-  Private Schools
-  Temecula Unified School District
-  Murrieta Valley Unified School District
-  Hemet Unified School District

E - Elementary School  
M - Middle School  
H - High School





## G. Educational Facilities

The Temecula Valley Unified School District serves the General Plan Study Area. The District maintains the full spectrum of educational facilities from day care to adult care. Table 6-3 identifies the educational facilities in the General Plan Study Area, with the current capacity and enrollment levels of each facility.

Table 6-3 School Facilities			
Name	Location	STUDENTS	
		Current Capacity	Enrollment as of July 1993
DAY CARE CENTERS			
Rancho Day Care	31530 La Serena Way	74	74
Vail Day Care	29915 Mira Loma Drive	74	74
Sparkman Day Care	32225 Rio Pio Pico Road	74	74
Red Hawk Day Care <sup>1</sup>	32045 Camino San Jose (Temecula)	90	90
ELEMENTARY SCHOOLS (K-5)			
Rancho Elementary	31530 La Serena Way	930	861
Joan F. Sparkman	32225 Pio Pico Road	1,103	888
Temecula Elementary	41951 Moraga Road	810	750
Vail Elementary	29915 Mira Loma Drive	755	692
Nicolas Valley Elementary <sup>1</sup>	39600 N. General Kearney (Temecula)	1,045	727
Red Hawk Elementary <sup>1</sup>	32045 Camino San Jose (Temecula)	838	657
MIDDLE SCHOOLS (6-8)			
Margarita Middle	30600 Margarita Road	1,199	1,046
Temecula Middle	42075 Meadows Parkway	1,090	1,009
SENIOR HIGH SCHOOLS (9-12)			
Temecula Valley	31555 Rancho Vista Road	2,520	2,198
Rancho Vista	31340 Rancho Vista Road	155	137
ADULT SCHOOL			
Temecula Adult School	31350 Rancho Vista Road	n/a	n/a
<sup>1</sup> Located within Sphere of Influence.			

The District recently completed an expansion phase and as a result has sufficient permanent facilities to meet current student populations through the use of permanent and interim facilities. As shown in Table 6-3, the capacity of school facilities is greater than current student enrollment figures. The District currently uses interim and relocatable facilities to achieve the capacity required to accommodate student enrollment.

The availability of adequate school sites and sufficient funding is a pertinent issue to all developing areas. The City is currently working with developers in order to designate school facilities locations. Thus far, seven elementary sites, two middle school sites, and two high school sites have been tentatively designated. The District is also investigating the potential of obtaining three elementary school sites and a middle school site in the General Plan Study Area that are outside current City limits. Figure 6-4 depicts the existing and proposed school sites within the General Plan Study Area.

## H. Flood Control Facilities

Regional flood control facilities, including major channels and storm drains, are under the jurisdiction of the Riverside County Flood Control and Water Conservation District. The District is currently planning flood control improvements to Murrieta Creek and its major tributaries. Murrieta Creek lacks the capacity to convey 100-year storm flows through the valley. As a result, severe flood damage can be expected along Murrieta Creek, particularly in Old Town, during a 100-year event. The design of the flood control improvements is of concern to the City, other agencies, and environmental groups, due to the significance of biological resources along the creek and the desire for recreational trails. Furthermore, environmental groups are concerned about how the improvements at the eastern limits of the creek affect the resources along Pechanga Creek and the Santa Margarita River. Other proposed regional flood control improvements are along the Santa Gertrudis and Warm Springs Channels.

In the Pauba Valley, which is the watershed for Temecula and Pechanga Creeks, no concerted effort has been made to prepare an organized plan for the development of flood control facilities. Other than improvements required of individual projects, the Temecula and Pechanga Creeks are in a natural state. As the City continues to grow, the lack of storm water collection and conveyance systems will become more evident due to increased flooding. Policies and implementation measures are incorporated in this Element to address the need for the construction of safe, effective, and environmentally compatible flood control facilities. The issues involved in the planning of these facilities are the:

- Applicability of approved master drainage plans;
- Joint cooperation between the City and Flood Control District;
- Evaluation and compatibility of current and proposed land uses in and around existing floodplains and floodways; and
- Establishing guidelines and criteria for the preservation of natural watercourses and the development of greenbelt areas.



## **I. Quasi-Public Facilities**

Quasi-public uses include: churches, counseling centers, cultural facilities (theatres, auditoriums, museums, zoos, etc.), day-care facilities, medical facilities, social service centers, and similar public-serving uses. Quasi-public uses are frequently, though not always, funded and operated by non-profit organizations. Such uses differ from public facilities and services in that they do not typically have legally prescribed standards and are not normally required as a condition of approval for private development projects. It is common to accommodate quasi-public uses through a city's land use policies and regulations, while prescribing special development standards. Such uses do not generally have level of service standards. Qualitative standards are part of the evaluation and negotiation process associated with each development project as it is proposed. To the maximum extent possible, it is desirable to cluster quasi-public uses in activity centers, where the facilities can reinforce other activities (such as retail or service businesses) and benefit from the availability of other services (such as bus transportation).

## **J. Gas and Electric Service**

Southern California Edison supplies electricity to the Study Area via underground and overhead lines. SCE's main substation is located on Mira Loma Drive in the City of Temecula. SCE is a public utility, and therefore functions on demand. Extensions for electrical service to new developments are governed by rules established by the Public Utilities Commission of California. The hierarchy of establishing electrical power lines from generation stations to customers is as follows: transmission line; sub-transmission line; and service line. Figure 6-5 locates the existing transmission lines in the community which carry the main electrical supply to smaller distribution lines.

Natural gas is provided by the Southern California Gas Company (SCGC). Plastic and steel underground lines are located throughout the Study Area. A small number of residents not serviced by SCGC utilize bottled propane or butane fuel. Existing gas lines are shown on Figure 6-6.



## EXISTING OR UNDER CONSTRUCTION 115 K VOLT TRANSMISSION LINES



# The City of TEMECULA

## General Plan Program



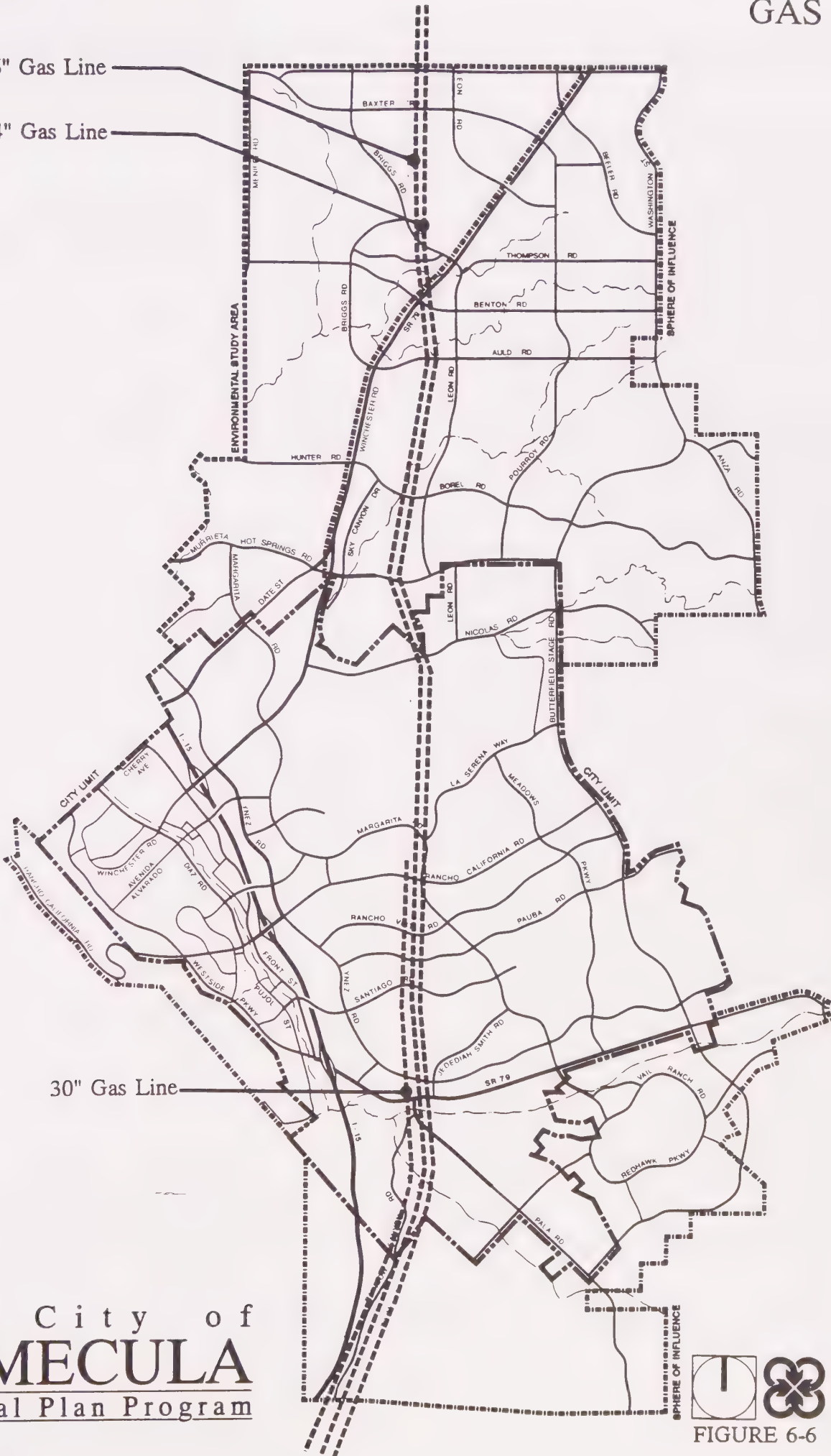
FIGURE 6-5



16" Gas Line

24" Gas Line

30" Gas Line





## IV. GOALS AND POLICIES

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**Goal 1** Cooperative management of growth among local governments within Riverside County.

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**Discussion** The City's Growth Management Element supports WRCOG's effort to develop a growth management strategy in which all jurisdictions within Riverside County can participate. Many of the draft policies in WRCOG's strategy, which the City has helped to shape and influence, are incorporated below. These policies link to other General Plan policies which help to reinforce the internal consistency among the elements of the General Plan.

- Policy 1.1** Continue to participate with the Western Riverside Council of Governments in the preparation of plans and programs addressing regional issues, including the Growth Management Strategy, Comprehensive Transportation Plan, Water Resources Strategy, and School Facilities Plan.
- Policy 1.2** Strive to achieve the policies of WRCOG's Growth Management Strategy as appropriate through Temecula's Growth Management Program.
- Policy 1.3** Assist in the establishment of cooperative efforts to implement development standards which address quality of life issues.
- Policy 1.4** Strive to achieve economic growth and prosperity, while preserving natural beauty and the social quality of life in southwestern Riverside County.
- Policy 1.5** Encourage or assist in the establishment of natural reserves for the preservation of sensitive and endangered species, and to provide open space for residents.
- Policy 1.6** Seek to establish minimum compatibility with adjacent jurisdictions for basic development standards related to infrastructure and engineering, while preserving unique zoning and design standards.
- Policy 1.7** Establish a joint planning process with the County to plan for future development in the Sphere of Influence.
- Policy 1.8** Establish a joint review process with the County to ensure that proposed projects in the Sphere of Influence can be adequately served in the future by the City.
- Policy 1.9** Guide the timing and provision of facilities and services to support development and protect or enhance the quality of life.

- Policy 1.10** Require development to pay its fair share of the costs of facilities and services required to serve the resulting level of growth.
- Policy 1.11** Pursue joint efforts to achieve fiscal stability for both City and County government.
- Policy 1.12** Consider options to jointly contract with other jurisdictions for the provisions of services or facilities to achieve economies of scale.

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**Goal 2**      **Orderly and efficient patterns of growth within Temecula that enhance the quality of life for residents.**

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**Discussion** The Growth Management Strategy contained in this Element is intended to be the framework for a future Growth Management Program (GMP). This GMP should be designed to influence adequacy of public facilities and services in relation to the location, phasing, type, quality and intensity of new development and redevelopment. It should also take into consideration the existing communities and resources of Temecula, the Sphere of Influence, and Environmental Study Area. All the policies of this Element, in essence, support this goal.

- Policy 2.1** Prepare and implement a Growth Management Program for Temecula.
- Policy 2.2** Ensure that phasing of public facilities and services occur in such a way that new development is adequately supported as it develops.
- Policy 2.3** Establish and maintain level of service standards in order to document adequacy requirements.
- Policy 2.4** Encourage development of Village Centers, as defined in the Land Use and Community Design Elements to reduce public service costs and environmental impacts through compatible land use relationships, and efficient circulation and open space systems.
- Policy 2.5** Encourage new development that helps to create and maintain a balance between jobs and housing opportunities.
- Policy 2.6** Establish priority growth areas within the City and Sphere of Influence where near-term urbanization will be encouraged.
- Policy 2.7** Discourage the use of assessment districts that promote urban sprawl and premature urbanization in rural and agricultural areas.
- Policy 2.8** Coordinate the Growth Management Program with the Congestion Management Program as necessary.

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**Goal 3**      **Effective and cost efficient sheriff, fire and emergency medical service within the City.**

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**Discussion** Adequate levels of sheriff, fire and emergency services is essential in assuring the security of life and property within the Study Area. Through monitoring of service levels and projected development, the continued adequacy of these services can be ensured.

- Policy 3.1**      Strive to provide a minimum of one full-time officer per 1,000 residents for police protection services.
- Policy 3.2**      Strive to provide a minimum response time of between 7 and 10 minutes of an alarm for 90 percent of all fires, in accordance with the Riverside County Fire Protection and Emergency Master Plan.
- Policy 3.3**      Require new development to address fire and police protection in a proactive and preventative way through street design, orientation of entryways, siting of structures, landscaping, lighting and other security features.
- Policy 3.4**      Coordinate with the County of Riverside in the location and phasing of new sheriff facilities or fire stations to ensure that adequate service levels are maintained.
- Policy 3.5**      Promote the establishment of Neighborhood Watch Programs in conjunction with the Sheriff's Department to increase the surveillance of neighborhoods.
- Policy 3.6**      Consider the provision of police services by the City if it is more cost effective than contracting with the County of Riverside.
- Policy 3.7**      Promote community awareness regarding drug use and gangs through the Police Department, Community Service Department, and public service organizations.



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**Goal 4**      **A quality school system that contains adequate facilities and funding to educate the youth of Temecula.**

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**Discussion** Adequate school facilities and funding are necessary to ensure that the high quality of education is extended to future residents of the City. Mitigating impacts of development on the school system through the provision of school sites, imposition of statutory development fees and negotiated development fees as permitted by law, as well as providing information to the School District, are the primary mechanisms to sustain quality educational services.

- Policy 4.1**      Provide information to the Temecula Valley Unified School District, when considering General Plan amendments, specific plans, zone changes, or other legislative land use policy decisions, to support the School District in providing adequate school facilities for students for new development to the extent permitted by law.
- Policy 4.2**      Promote and encourage the phasing of project development so that the School District may plan, finance, and construct school facilities intended to serve the development.
- Policy 4.3**      Review proposed legislative land use decisions in the context of the adequacy of present and future facilities as permitted by law.
- Policy 4.4**      Provide safe access for school children walking, bicycling, or driving to and from school sites through coordination between the school district, and City departments of Planning, Public Works, and Engineering.
- Policy 4.5**      Pursue the establishment of a trade school, junior college or 4-year college in Temecula that offers an emphasis in the education required by the engineering, biotechnical and biomedical industries located in Temecula.
- Policy 4.6**      Plan for the joint use of school/municipal facilities wherever feasible and desirable, including: the joint use of school grounds, buildings, City parks, multi-purpose buildings, and recreation facilities.

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**Goal 5**      **Public and Quasi-public facilities and services which provide for the social, cultural, civic, religious, and recreational needs of the community.**

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**Discussion**    As the City matures and new development consumes proportionately less attention and resources, the public and quasi-public contributions to community satisfaction and quality of life increase in importance. The intent is to establish the acceptability and desirability of certain quasi-public uses in the City's evolving land use pattern.

- Policy 5.1**      Acquire a civic center site and construct permanent City Hall facilities when feasible.
- Policy 5.2**      Continue to encourage citizens to participate in community programs and volunteer for public service positions.
- Policy 5.3**      Evaluate the feasibility of providing child care facilities in connection with employment-generating uses.
- Policy 5.4**      Encourage the development of a senior citizens center(s).
- Policy 5.5**      Encourage the provision of cultural facilities within the community, including: art museums, theaters, a performing arts center, special exhibitions, an outdoor amphitheatre, and Indian Cultural Interpretive Center.
- Policy 5.6**      Encourage the provision of special recreation facilities such as a stadium, a zoo, and an amusement park.
- Policy 5.7**      Encourage the sharing or combining of public facilities for educational, cultural, and recreational purposes to more efficiently utilize public spaces and to provide viable community gathering areas.
- Policy 5.8**      Encourage the availability of sites for religious institutions and other quasi-public uses in the City.
- Policy 5.9**      Cooperate with Riverside County to provide for library facilities and services that are consistent with community needs.
- Policy 5.10**     Continue to assist non-profit community organizations in terms of financial and other forms of support to the extent feasible.

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**Goal 6**      **A water and wastewater infrastructure system that supports existing and future development in the Study Area.**

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**Discussion**      Water availability is a critical determinant in Southern California's future growth and development. By working closely with the Rancho California Water District and Eastern Municipal Water District in developing supply options; conservation techniques, including the use of reclaimed water; and development monitoring systems, the City can ensure that development does not outpace the long-term availability of water. Close coordination with Eastern Municipal Water District in the timely expansion of wastewater treatment facilities is equally important to the community's well-being.

- Policy 6.1**      Require landowners to demonstrate that an available water supply and sewer treatment capacity exists or will be provided to serve proposed development, prior to issuance of building permits.
- Policy 6.2**      Require landowners, prior to issuance of building permits, to demonstrate that adequate wastewater capacity exists to accommodate the proposed development.
- Policy 6.3**      Coordinate with the water and wastewater districts when considering General Plan amendments, annexations, or development agreements, in order to assist the districts in planning for adequate capacity to accommodate future growth.
- Policy 6.4**      Coordinate with the wastewater district to make reclaimed water available for irrigation purposes in the City.
- Policy 6.5**      Encourage the preparation of a long-term water management program by the District, and assist the District where appropriate.
- Policy 6.6**      Require all new construction of water and sewer infrastructure to be consistent with utility master plans and to implement the policies of the General Plan.



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**Goal 7**      **An effective, safe and environmentally compatible flood control system.**

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**Discussion** As urbanization increases, so does the potential for disruption caused by flooding and inadequate flood control facilities. Local and regional flood control facilities need to be comprehensively planned to protect existing areas and future development from flood hazards. As urban and suburban development increases, runoff increases by replacing permeable surfaces with pavement and structures. The potential of overloading existing drainage facilities is a concern that must be addressed comprehensively in the Study Area.

- Policy 7.1**      Work with the Riverside County Flood Control District and other agencies involved in the Murrieta Creek flood control improvements to implement a flood control solution that maximizes the retention of natural resources and the provision of recreation opportunities along the creek.
- Policy 7.2**      Prepare a City of Temecula Master Drainage Plan which incorporates the Murrieta Creek Area Drainage Plan and additional planning efforts into one document.
- Policy 7.3**      Develop master drainage plans, when appropriate, for the Sphere of Influence, in conjunction with the Flood Control District.

---

**Goal 8**      **A solid waste management system that provides for the safe and efficient collection, transportation, recovery and disposal of solid wastes.**

---

**Discussion** The increasing amount of solid waste disposed of yearly, and the growing problem of the lack of available landfill sites has resulted in an awareness for the need for source reduction and recycling. The City will adopt a Source Reduction and Recycling Element that focuses on the diversion of waste from landfills through source reduction and recycling strategies.

- Policy 8.1**      Coordinate with the County of Riverside to provide and expand service for the collection, storage, transportation, recovery, and disposal of solid waste to meet the needs of the City.
- Policy 8.2**      Provide for the collection and disposal of household hazardous waste through the adoption of a Household Hazardous Waste Element.
- Policy 8.3**      Provide for solid waste reduction and recycling within the City through the adoption of a Source Reduction and Recycling Element.

---

**Goal 9** Adequate electrical, natural gas, and telecommunication systems to meet the demand of new and existing development.

---

**Discussion** The City should provide for the efficient development and use of modern technologies to minimize energy demand and consumption. This could be accomplished through close coordination with service providers during the development approval process.

**Policy 9.1** Coordinate with the responsible companies to provide for the continued maintenance, development, and expansion of electricity, natural gas, and telecommunications systems to serve residents and businesses.

**Policy 9.2** Pursue the undergrounding of utilities along arterial roads, where feasible.

## V. IMPLEMENTATION PROGRAMS

### A. Growth Management Program

Prepare a Growth Management Program for Temecula that is linked to other City programs, including the 5-year Capital Improvement Program, the Congestion Management Program, facilities and services master plans, and fee ordinances. The Growth Management Strategy, provided in the Growth Management/Public Facilities Element, should guide the scope and focus of the Plan.

### B. Fire, Emergency Medical, and Police Protection Services

1. Incorporate "defensible space criteria" within the Development Code and through other ordinances to address crime prevention. Such criteria may include:
  - Proper street and walkway lighting;
  - Adequate off-street parking;
  - Sufficient access to buildings and public spaces for surveillance;
  - Burglary-resistant hardware and alarm systems;
  - Proper landscaping of residential, commercial and industrial buildings to facilitate surveillance and minimize places for concealment; and
  - Door, walkway and window locations in building design that permits surveillance from the street.
2. Periodically evaluate levels of sheriff, fire and emergency medical services, based on changes in population and development, with the County service providers.
3. Consider the establishment of a Fire Facilities Impact Fee whereby new development projects are assessed a pro-rata fee to pay for fire protection facilities and equipment that serve the development.

### C. School Facilities

1. Request the School District to provide the City with information concerning potential impacts associated with proposed residential development. The information should include a status report of the available school facilities to serve proposed projects. To the extent that adequate school facilities are not available on a timely basis, the City will seek to assist the District and developers in arriving at a solution to provide adequate school facilities, as permitted by law.
2. Coordinate with developers and the School District to ensure that school sites are adequately sized and located to meet increases in demand. Require proposed projects with school sites to include a phasing plan that links project development with the provision of a school facility when needed.



3. Since S.B. 1287 places substantial constraints on the City in this area, the City will enter into a continuing dialogue among interested parties to create an implementation program that is in compliance with state law and meets the needs of the School District and the City's needs for adequate and affordable housing and economic development. Should S.B. 1287 be repealed as a result of rejection of Proposition 170 on the state-wide ballot November 2, 1993, the City Council shall establish a school mitigation resolution which specifies the procedures to be followed by the City, School District, and developers in order to determine school facilities impact associated with residential development, available sources of funding for school facilities necessitated by such development and the appropriate mitigation measures. The resolution would provide for procedures consistent with those under County Resolution 93-131, which apply to the County portion of the Temecula Valley Unified School District, as permitted by law.

#### **D. Public/Quasi-Public Facilities**

1. Identify and solicit funding from additional sources to supplement cultural, community, and library facilities and services. Such funding sources may include: state and federal grants and loans, public and private donations, sponsorships by local and national corporations, and other private individuals and groups.
2. Encourage the County to provide a range of health related facilities in the Study Area to meet the needs of the growing population including, rehabilitation centers, walk-in medical centers, clinics, and full-service hospitals.
3. Encourage the designation of land for religious institutions, where deemed necessary or desirable, within master planned communities.
4. Coordinate with the County of Riverside in the location, facilities, and services of new branch libraries needed to serve existing and future development.
5. Consider the establishment of a local library impact fee to offset the cost of providing new libraries facilities to serve new development.
6. Work with the development community in the selection and dedication of land for a future civic center.
7. Evaluate the feasibility of establishing a staff position for a Community Services Officer. The Officer would coordinate and disseminate information on public/private cultural events, volunteer opportunities, and community organizations; and assist new families in becoming familiar with the community.

### **E. Water and Wastewater Facilities**

1. Encourage water district programs that promote water conservation and ultimately reduce the demand for water and wastewater capacity.
2. Require new development to use reclaimed water, when feasible, for irrigation purposes.
3. Assist the water districts in projecting demand for water and wastewater service, and in projecting new capacity requirements.

### **F. Drainage Facilities**

1. Establish guidelines for the development of regionally compatible flood control facilities, and include criteria for the preservation of natural watercourses or the development of greenbelt areas.
2. Review developer funded improvements to determine compatibility with existing and proposed regional, primary and secondary flood control facilities.
3. Identify and prioritize areas of excessive flooding, and encourage the District to construct the appropriate flood control facilities to ensure public safety.
4. Facilitate the preparation of a master plan of drainage to establish the basis for a concerted effort towards the funding and construction of primary and secondary flood control facilities.

### **G. Solid Waste Disposal**

1. Assist the Riverside County Solid Waste Management Department, when appropriate and feasible, to implement the objectives and policies of the County's Solid Waste Management Plan. Support and coordination may involve assisting in locating cost effective and environmentally acceptable solid waste sites and facilities; and establishing public service litter clean-up programs.
2. Encourage participation by private businesses in the household hazardous waste roundups, as provided for in the City's Household Hazardous Waste Element.
3. Develop a public awareness program to encourage participation in the quarterly household hazardous waste roundups.







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## I. INTRODUCTION

The purpose of the Public Safety Element is to provide a comprehensive planning framework for the protection of the community from the threat of natural and man-made hazards. The Public Safety Element is the primary tool for identifying hazards that must be considered in making land use decisions. The Element also establishes goals, policies and implementation programs to guide and direct local government decisionmaking in safety-related issues.

A number of local, State and federal agencies are charged with public safety responsibilities. The Public Safety Element accordingly focuses on coordination with these agencies.

### A. Authorization and Scope

California State law (Government Code Section 65302(g)) requires that every City prepare and adopt a Safety Element as follows:

*"A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides...; subsidence and other geologic hazards known to the legislative body; flooding; and wild land and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peakload water supply requirements and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards."*

The Public Safety Element must address the issues listed above only to the extent that the issues they pertain to the community. In addition, because the Temecula Study Area is located within Seismic Zone 4, the Public Safety Element must also address hazardous buildings.

### B. Related Plans and Programs

There is a complex body of State and federal legislation that relates to the protection of the public's health and safety and protection of environmental resources. The following section briefly summarizes legislation that bears directly on City decisionmaking with regard to land use and physical development.

#### 1. Alquist-Priolo Special Studies Zones Act

The Alquist-Priolo Special Studies Zones Act requires the State Geologist to delineate and map special studies zones along all potentially and recently active fault traces. The Alquist-Priolo Zones are usually one-quarter mile in width. The Act prohibits the location of structures for human occupancy within 50 feet of an

active fault. The 50-foot set-back requirement can be exempted upon a demonstration, through proper geologic investigation, that the zone is underlain by a fault that is inactive. There are three Alquist-Priolo Zones in the General Plan Study Area: the Wildomar, Willard, and Wolf Valley Zones. The Safety Element satisfies disclosure requirements regarding the presence and location of Alquist-Priolo Zones in the General Plan Study Area. In addition, the Element establishes the framework for procedures related to the review of proposed projects within Alquist-Priolo Zones.

## **2. Seismic Safety Mapping Act**

This legislation requires the delineation of Seismic Hazards Study Zones (SHSZ). SHSZ are areas with high potential for enhanced ground shaking, liquefaction, earthquake-induced landslides, and other ground failures. These seismic events collectively account for most of the damages incurred in the event of an earthquake. The State Geologist is currently compiling maps identifying these seismic hazards. The State Mining and Geology Board (SMGB) and all affected cities, counties and State agencies will have the opportunity to review and comment on these maps. After making revisions, the final maps will be returned to affected jurisdictions for consideration in land use and development decisions.

## **3. Government Code Sections 8876**

This Section of the Government Code directs all cities and counties located within Seismic Zone 4 (which includes Temecula) to identify all potentially hazardous buildings and establish a program for their mitigation. All potentially hazardous buildings an mitigation programs are to be reported to the Seismic Safety Commission by January 1, 1990.

Hazardous buildings, according to General Plan Guidelines are buildings that are hazardous to life in the event of an earthquake because they were constructed prior to the adoption and enforcement of building codes requiring earthquake resistant building design, were constructed of unreinforced masonry; or included features that are not capable of resisting withstanding a seismic event. The City of Temecula recently completed its Hazardous Buildings Survey of Old Town. According to preliminary estimates by the Building Department (the Survey Report has not been finalized), there are two buildings which require structural reinforcement. The renovation of these buildings will be addressed in the Specific Plan for Old Town.

**4. Government Code Section 8589.5**

This Section of the Government Code requires dam owners to submit maps showing areas that would be inundated as the result of a catastrophic dam failure to the Office of Emergency Services (OES). The OES utilizes these maps to designate areas with potential loss of life. OES is also required to review procedures for population control and for evacuation of inundation areas in the event of dam failure.

**5. Riverside County Hazardous Waste Management Plan**

Developed pursuant to the Tanner Act (AB 2948), the Riverside County Hazardous Waste Management Plan (HWMP) identifies current and projected future hazardous waste generation and management needs throughout the County. The HWMP provides a framework for the development of facilities to manage hazardous wastes, i.e., facility siting criteria. The HWMP also includes a Households Hazardous Waste Element which is designed to divert household hazardous wastes from the County's landfills.

The County's HWMP addresses only those hazardous waste issues with which local governments have responsibilities, namely land use decisions. The County and cities are required to take implementing actions to incorporate facility siting policies and criteria into local planning and permitting processes. The City is required to take one of three actions:

- Adopt a City hazardous waste management plan;
- Incorporate by reference all applicable portions of the County Plan into its General Plan; or
- Enact an ordinance requiring all applicable land use permitting and decisions to be consistent with the siting criteria set forth in the County's HWMP.

The City adopted by reference (Ordinance 90-04, adopted February 27, 1990) the applicable portions of the County's HWMP.

**6. Multi-Hazard Functional Plan**

The City of Temecula has adopted a Multi-Hazard Functional Plan pursuant to the California Emergency Services Act. The primary objective of the plan is to ensure the effective management of City personnel and resources in responding to emergency situations stemming from natural disasters, technological incidents, and nuclear defense emergencies. The adoption and implementation of the Multi-Hazard Functional Plan also lends protection to the City from vicarious liability claims.



The Plan is organized into three sections. Part One identifies the various City departments that would be charged with responsibility in the event of a disaster. Hazards that would potentially impact the City are also identified in Part One. The Second Part consists of the functional annexes which outline response functions of the various City departments in an emergency. Part Three provides a listing of resources, i.e., key personnel and critical facilities, needed for conducting emergency operations. These remaining two sections are currently being completed by the City.

## II. SUMMARY OF SEISMIC/PUBLIC SAFETY ISSUES

The following section summarizes seismic/public safety issues pertinent to the Study Area. For a complete discussion of natural and man-made hazards refer to the Environmental Impact Report (EIR) of the General Plan.

### A. Seismic Hazards

#### 1. Surface-Rupture and Groundshaking

The Temecula Study Area is located within a highly active seismic region. Riverside County is traversed by a number of active and potentially active faults, and has historically experienced several earthquakes of moderate magnitude.

There are three Alquist-Priolo Special Studies Zones in the Study Area: Wildomar, Willard, and Wolf Valley. These Zones have been delineated by the State Geologist and encompass the area on either side of potentially or recently active fault traces where the potential for surface-rupture exists.

The Wildomar Fault, associated with the Elsinore Fault, is the predominant fault in the Study Area. This fault trends in a northwest direction and transects the length of the Study Area. The Willard fault is located southwest of the Wildomar Fault Zone. South of the Willard fault is the Wolf Valley Fault Zone. Refer to Figure 7-1 for the locations of the Alquist-Priolo Zones.



In addition to State designated fault zones, the County has delineated County Fault Hazards Zones. These Zones were mapped for areas believed to be active or potentially active, pending future geologic investigation. The southeast and eastern portions of the Study Area are transected by County Fault Hazard Zones. Refer to Figure 7-1 for the locations of these zones.

Earthquakes on faults located outside of the Study Area can also cause damage; depending on their magnitude, earthquakes can cause minor to moderate damage to an area within a 50-mile radius of an earthquake epicenter due to groundshaking. Active perimeter faults located within 50 miles that have the potential to impact the Study Area include: Elsinore, San Andreas, San Jacinto, San Gabriel, Newport-Inglewood, and Sierra Madre-Santa Susana-Cucamonga faults.

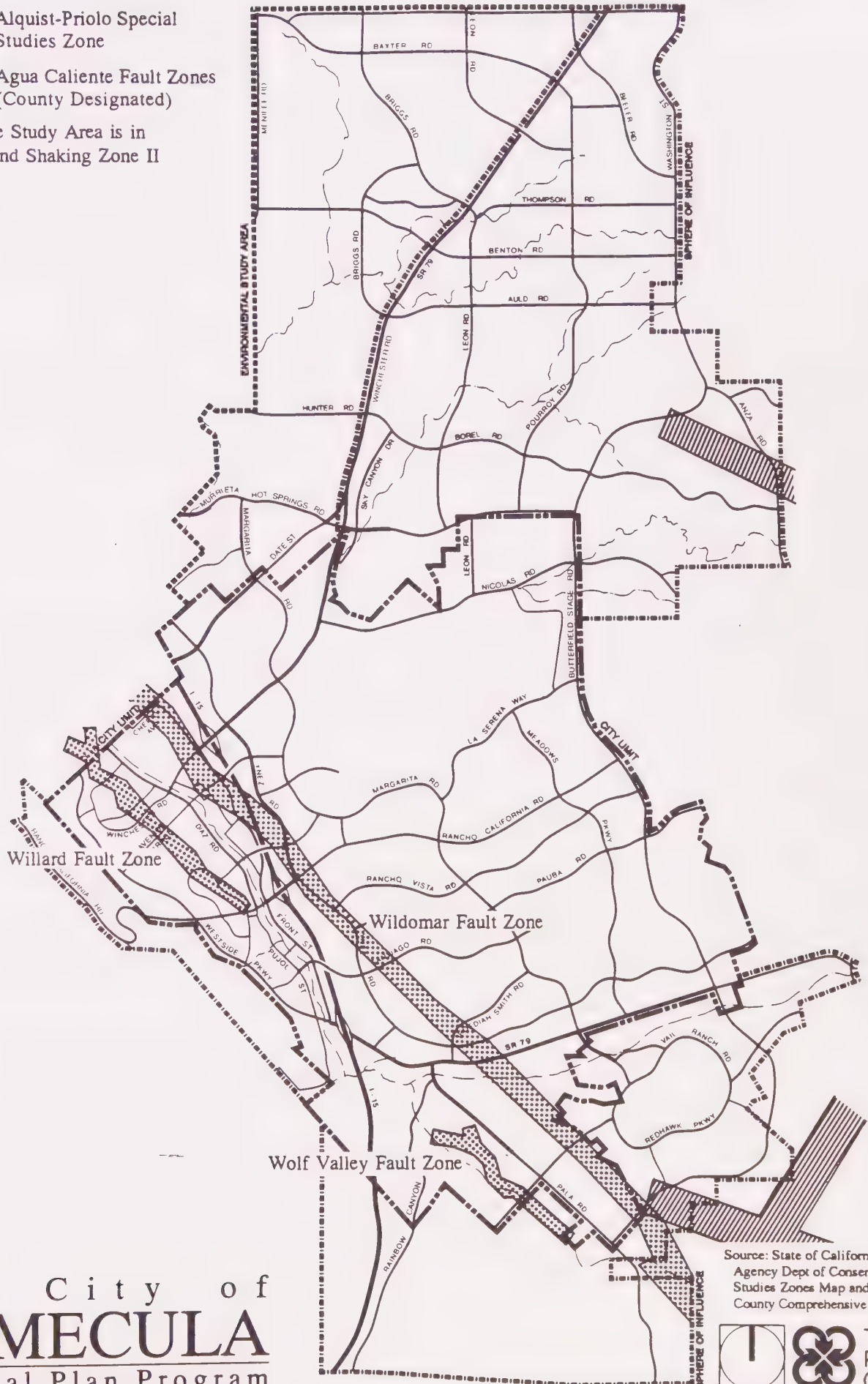
The County established Groundshaking Zones which indicate the level of risk from groundshaking based on distance from faults and geologic characteristics of an area. Development proposals are evaluated using guidelines which indicate the suitability of locating land uses in various groundshaking zones. The Temecula General Plan Study Area is located in Groundshaking Zone II. Groundshaking in Zone II is expected to vary from moderate to intense in the event of an earthquake, depending on the composition of underlying geologic formations, the earthquake's epicenter, and the order of magnitude of the seismic event.





-  Alquist-Priolo Special Studies Zone
-  Agua Caliente Fault Zones (County Designated)

Note: Entire Study Area is in Ground Shaking Zone II



Source: State of California, The Resource Agency Dept of Conservation, Special Studies Zones Map and The Riverside County Comprehensive General Plan, 1988



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FIGURE 7-1

## 2. Liquefaction and Subsidence/Slope Instability

The potential for liquefaction in an area is a function of soil type and depth of groundwater. Soils that are poorly consolidated and combine with groundwater during an earthquake lose their shear strength and take on the properties of a heavy liquid. Liquefaction can result in the loss of foundation support, ground failure due to lateral spreading, and settlement of affected soils. Areas of potential liquefaction are located along the Santa Gertrudis and Temecula Creeks, as shown in Figure 7-2.

Subsidence is the shrinking of earth material caused by natural or artificial removal of underlying support. This process occurs in poor, unconsolidated soils, and poorly compacted fills. Seismically-induced groundshaking, both local and regional, and heavy rainfall are naturally-induced causes of subsidence. The potential for subsidence exists in Murrieta, Temecula and Wolf Valleys, as shown on Figure 7-2.

Landslides are another geologic process that can be induced by seismic activity. This process involves the downslope movement of geologic materials. The stability of slopes is related to a variety of factors including, the slope's steepness; the strength of geologic materials in terms of resistance to the downslope stress of gravity; the characteristics of bedding planes, joints and faults; surface water and groundwater conditions; and other factors. Potential landslide conditions in the hillside areas of the Study Area may pose constraints to development.

## B. Fire Hazards


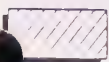
### 1. Natural Fire

The Temecula Study Area is surrounded by rolling foothills and mountains, and is accordingly at risk of wildland fire. The Santa Ana Mountains are located west of the Study Area. Located to the south are the Santa Margarita and Agua Tibia Ranges.

Fire in undeveloped areas results from the ignition of accumulated brush and vegetation. The most critical times of year for wildland fire are late summer and fall when Santa Ana winds bring hot, dry desert air into the region. The air temperature quickly dries vegetation, thereby increasing the amount of natural fuel. Development pressures increase the threat of wildland fire on human populations and property as development pushes to the fringes of major forests and brush areas. Increased human presence in wildland areas likewise increases the potential for man-induced wildland fire.



# SUBSIDENCE/LIQUEFACTION HAZARDS

-  Liquefaction Hazard Areas
-  Areas of Potential Subsidence

Note: Entire Study Area is in  
Ground Shaking Zone II



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Source: Riverside County Comprehensive  
General Plan, 1988



FIGURE 7-2



## 2. Urban Fire

The predominant land use in the Temecula Study Area is low density residential development. The Study Area has experienced rapid development the past decade, and this trend is expected to continue. As the number of structural features increase, so does the incidence of fire. Building conditions that affect fire control include: type and use of structure; area of building; number of stories; roof covering materials, and adjacent uses.

Certain development patterns pose more difficult fire problems. These include: multi-story, wood frame, high density apartment development; large continuous developed areas with combustible roofing materials; and facilities that use and/or store hazardous materials. Several older residential tracts in the City feature wood shake roofs which increase the potential for ignition and spread of fire. In addition, the fire department has identified that facilities located in the Rancho California Business Park utilize and store hazardous materials.

## C. Flood Hazards

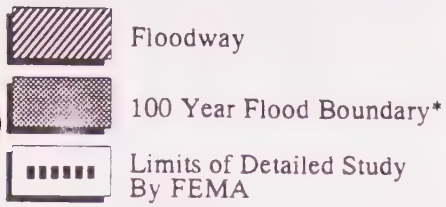
Several 100-year floodplains have been designated in the Temecula Study Area and are shown in Figure 7-3. A 100-year floodplain is defined as an area where flooding is estimated to occur on an average of once in 100 years (i.e., a 1% probability of occurring each year). Areas of 100-year flooding exist adjacent to Murrieta Creek from Cherry Avenue, easterly to the Santa Margarita River; along Santa Gertrudis Creek from Murrieta Creek to the San Diego Aqueduct; and along Temecula Creek from Murrieta Creek to the San Diego aqueduct.

Existing developed areas are located within the 100-year floodplain areas, and these structures are at risk in the event of a 100-year flood. The potential for flood damage is largely confined to Murrieta Creek from Cherry Avenue to approximately one-half mile east of First Street. In the event of a 100-year flood (or greater), along Murrieta Creek, there is the potential for severe flood damage to existing commercial, industrial and retail development located along Diaz Road, Pujol Street and Front Street. The Riverside County Flood Control district is finalizing plans for flood control improvements to Murrieta Creek. The Growth Management/Public Facilities Element discusses these improvements in greater detail.

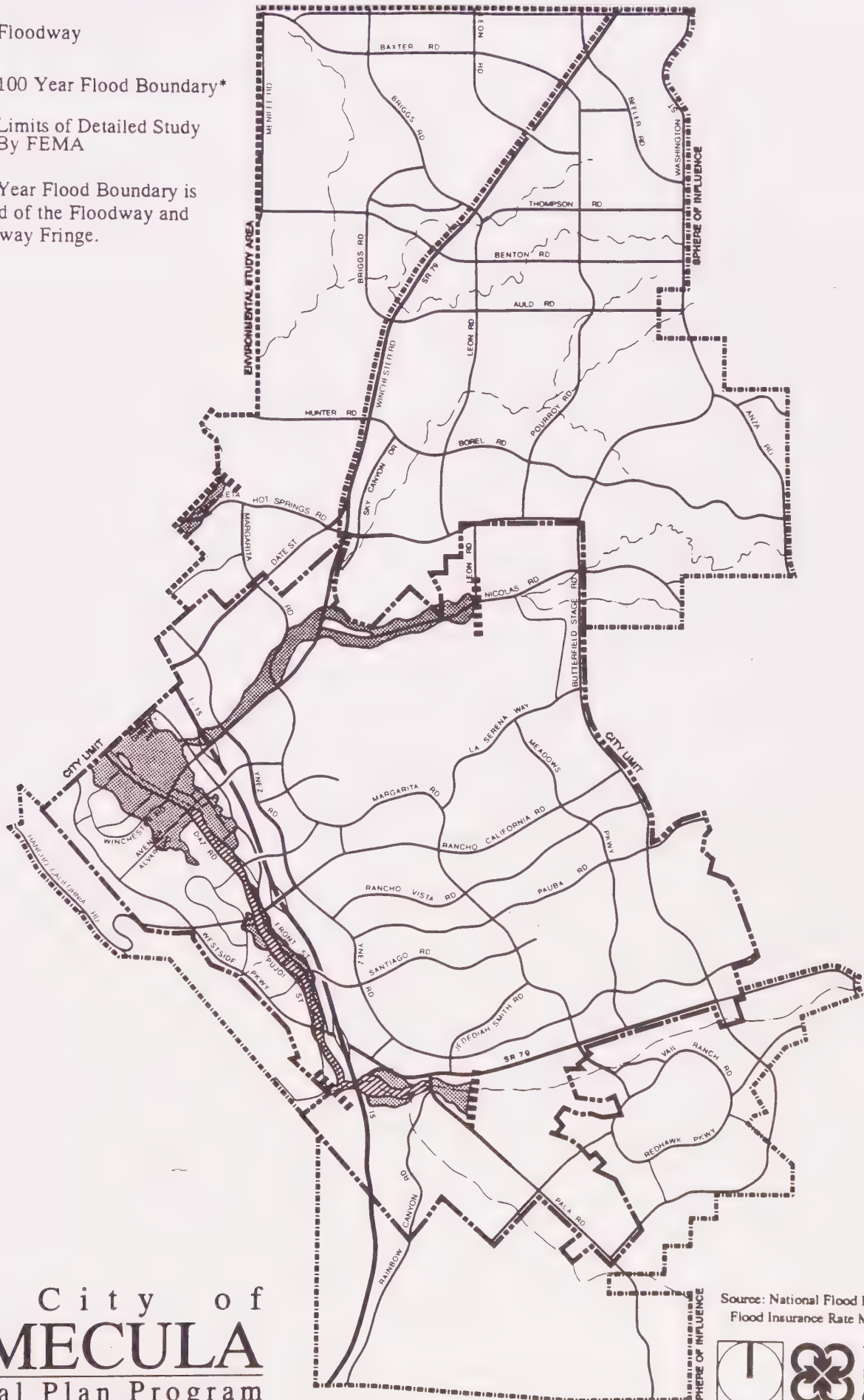
## D. Dam Inundation

Flooding from dam failure can result from natural and man-made causes including earthquakes, erosion, improper siting and/or design and rapidly rising floodwater during heavy storms. The type of failure, ranging from instantaneous to gradual, is dependent on the building material of the dam.

# 100 YEAR FLOOD BOUNDARY



\*The 100-Year Flood Boundary is comprised of the Floodway and the Floodway Fringe.



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Source: National Flood Insurance Program,  
Flood Insurance Rate Maps (FIRM), 1980



FIGURE 7-3

As shown in Figure 7-4, the Temecula Study Area is subject to inundation from two dams located in the surrounding area:

1. Lake Skinner is an 43,800-acre feet earthen dam located northeast of Temecula. Failure of the Lake Skinner Dam would result in flooding along Tucatota Creek and Benton Road.
2. Vail Lake is located to the east of the Study Area. Dam failure of this 51,000 acre feet facility would cause flooding in the Pauba and Temecula Valleys. Interstate 15 and an adjacent 3-mile area would also flood.

Dam failure will cause loss of life, and property damage. Other effects include displacement of persons residing in the inundation path and damage to infrastructure.

### **E. Hazardous Waste**

Modern technology and our high standard of living has led to a dependence on products containing hazardous materials. A material is considered hazardous when it exhibits corrosive, poisonous, flammable and/or reactive properties, and has the potential to harm human health and the environment. Hazardous materials are generally substances used to produce high technology products. In contrast, hazardous wastes are chemical remains. These substances are no longer usable and need treatment and/or disposal. Storage, transport and disposal of these materials require careful and sound management practices.

Hazardous materials are utilized by a number of businesses in Temecula. In addition, a number of common household products contain hazardous materials. Proper management and disposal of hazardous wastes is necessary to avoid adverse human health and environmental impacts.

### **F. Transportation Incident**

The Study Area is transected by Interstate 15 and State Highway 79. These facilities serve as vital links to major metropolitan centers in southern California and the demand for these facilities is expected to increase as development continues in the Study Area. In addition to volume as a function of transportation incident, the transportation of hazardous materials on freeways increases the risks associated with an accident.

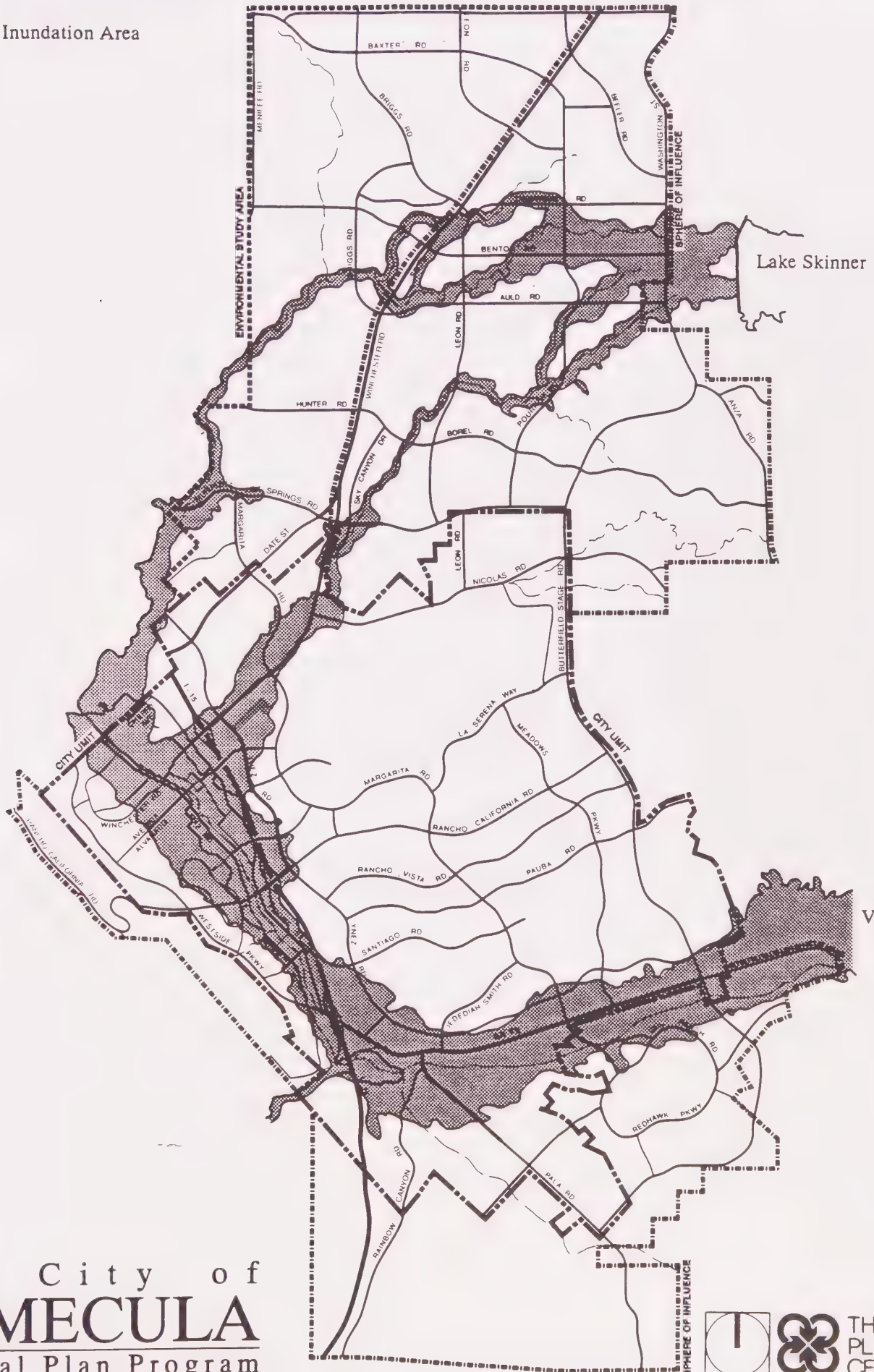
The air transportation system is an additional safety-concern. The French Valley Airport is located within the Sphere of Influence, and general aviation flight paths are located over the Study Area. Some existing development in the Study Area, is potentially exposed to air traffic accidents.



# DAM INUNDATION AREAS



Inundation Area



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FIGURE 7-4

## G. Nuclear Hazards from San Onofre Nuclear Generating Station

The San Onofre Nuclear Generating Station (SONGS) is located in Camp Pendleton in San Diego County approximately 25 miles west of Temecula. Radioactive by-products are contained within the plant, with the exception of small quantities of radioactive gas released into the air and liquids released into the Pacific Ocean. The releases are monitored by SONGS personnel; and according to SONGS, radiation exposure due to material releases is less than the typical exposure from natural background radiation. The two most likely sources of radiation contamination are transportation accidents involving transport of radioactive materials and uncontrolled releases at the plant site.

The U.S. Nuclear Regulatory Commission has identified the area surrounding every nuclear generating station as an Emergency Planning Zone (EPZ). The State of California has defined the area outside, and adjacent to the EPZ as a Public Education Zone (PEZ). The Federal Government establishes the area with a 50-mile radius around every nuclear generating station as an Ingestion Pathway Zone (IPZ). The Temecula Study Area is located in the IPZ (Figure 7-5).

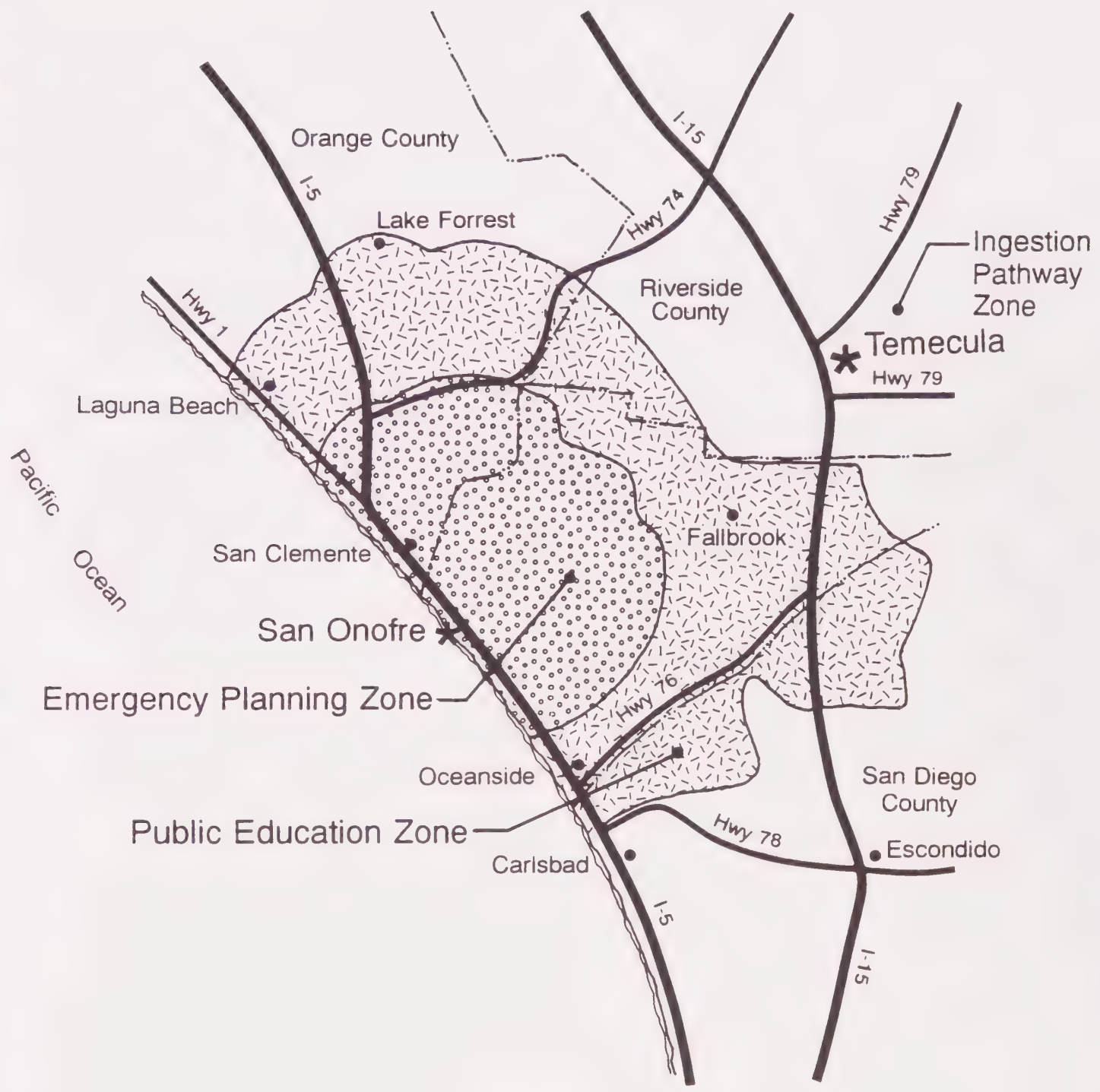
## H. Emergency Preparedness

The City of Temecula has adopted a Multi-Hazard Functional Plan pursuant to the California Emergency Services Act. The primary objective of the plan is to ensure the effective management of City personnel and resources in responding to emergency situations stemming from natural disasters, technological incidents, and nuclear defense emergencies.

The plan includes a responsibility matrix which delineates specific responsibilities to City departments or personnel in the event of an emergency. The plan also includes a comprehensive hazard analysis that addresses the seven following areas: earthquake, hazardous material incident; flooding; dam failure; major fire/wildfire; nuclear incident; transportation incident.

The Multi-Hazard Functional Plan provides a general guideline on the evacuation routes in the event of a disaster. Due to the unpredictability of the impact of a disaster on streets and highways, appropriate evacuation routes cannot be pre-determined. In general, all traffic will be channeled to the nearby freeways, state highways, and other major arterials. I-15 will serve as the north-south evacuation channel. Winchester Road and Rancho California will be used for east-west evacuation.

# NUCLEAR HAZARD ZONE





Once the decision to evacuate is made, the public will be alerted and given evacuation instructions by various means, including school alert/monitor receivers, AM/FM radio announcements, TV announcements, sirens, mobile loud speakers, hailers, and personal contact.

Movement information provided to the public will include the following:

- Why they must evacuate.
- Routes to take, including conditions of roads, bridges, and freeway overpasses.
- What to do if a vehicle breaks down.
- The locations of assembly points for those without access to automobiles.
- Where to go for mass care until the emergency situation has passed.

### III. GOALS AND POLICIES

---

**Goal 1**      **Protection from natural hazards associated with geologic instability, seismic events, and flooding.**

---

**Discussion**    The Study Area contains Alquist-Priolo Zones and County Fault Hazard Zones. These Zones delineate the areas potentially impacted by groundshaking and surface-rupture. Seismic events occurring within and outside of the Study Area also have the potential to trigger such secondary impacts as liquefaction and subsidence. Other natural hazards that impact the Study Area include flooding and dam inundation.

- Policy 1.1**      Require review of soil and geologic conditions to determine stability prior to project approval. In areas that may have significant geologic constraints, require analysis by a Registered Geotechnical Engineer.
- Policy 1.2**      Require mitigation of potential adverse impacts of geologic and seismic hazards, including ground surface rupture and liquefaction, at the project level.
- Policy 1.3**      Monitor hazardous buildings in Old Town and work with property owners to remediate these buildings to improve structural integrity.
- Policy 1.4**      Require all new development to comply with the most recent Uniform Building Code seismic design standards.
- Policy 1.5**      Monitor the potential for seismic events and other geologic activity with the County of Riverside and California Division of Mines and Geology.
- Policy 1.6**      Establish development management techniques to lessen the potential for erosion and landslides.
- Policy 1.7**      Prohibit development in the floodway portion of the 100-year floodplain.
- Policy 1.8**      Encourage only compatible uses within the 100-year floodplain.
- Policy 1.9**      Minimize the intrusion into and alteration of the 100-year floodplain.

---

**Goal 2**      **Protection of the public and environmental resources from exposure to hazardous materials and waste.**

---

**Discussion** The management of hazardous material has recently emerged as an important environmental and planning issue. Modern technology and society's high standard of living has led to a dependence on products containing hazardous substances. This dependency necessitates adequate management of materials and waste in the City. The intent is to avoid damage to people, property and environmental resources from these materials.

**Policy 2.1**      Minimize the risks associated with hazardous materials through careful land use planning.

---

**Goal 3**      **A safe and secure community free from the threat of personal injury and loss of property.**

---

**Discussion** Central to the quality of life in a community is the perception of personal safety and security of property. Realizing these values is contingent on a combination of proactive and reactive involvement by citizens, as well as fire and law enforcement personnel.

**Policy 3.1**      Ensure adequate facilities and police and fire service personnel are provided in the City.

**Policy 3.2**      Continue to work with the community in operating Neighborhood Watch programs that promote mutual assistance and crime prevention activities among residents.

**Policy 3.3**      Reduce the risk of wildland fire through imposition of site-specific development standards during project review.

**Policy 3.4**      Require new development to incorporate defensible space into site plan and building design.

**Policy 3.5**      Require all residential development with 35 or more dwelling units to provide secondary access that meets full City standards to ensure timely emergency service response.



---

**Goal 4**      **An effective response of emergency services following a disaster.**

---

**Discussion** Timely and coordinated action by agencies charged with responsibilities in the event of a disaster is necessary to mitigate the effect of a disaster on the human population and environment.

- Policy 4.1**      Provide for and maintain a coordinated emergency services response to reduce community risks and property damage in the event of a disaster.
- Policy 4.2**      Coordinate emergency response planning with Riverside County and the Federal Emergency Management Agency.
- Policy 4.3**      Encourage community-wide emergency preparedness among City residents and the business community.
- Policy 4.4**      Regulate location of critical facilities to ensure their continued functioning following a disaster.
- Policy 4.5**      Establish and maintain an emergency operations center (EOC) for emergency and disaster situations in a safe and secure location.

## IV. IMPLEMENTATION PROGRAMS

### A. Geologic Instability/Seismic Hazards

1. Require a geotechnical report defining and delineating any seismic hazard and recommending appropriate mitigation prior to approval of a project that is located within an Alquist-Priolo Special Studies Zone, a County Fault Hazard Zone, or within 150 feet of an active or potentially active fault. The geologic report will evaluate surface fault displacement and other seismic hazards. Structures for human occupancy may not be placed on the site unless the seismic hazard can be mitigated to an acceptable level.
2. Develop a Land Use Suitability Matrix for Special Studies and County Fault Hazards Zones. The Matrix will categorize land uses according to risk and develop restrictions for these uses in zones.
3. Projects located within potential liquefaction areas are required to submit a geologic report addressing the potential for liquefaction on site in the event of an earthquake. Structures for human occupancy may not be placed on the site unless the potential for liquefaction is mitigated to an acceptable level.
4. Require that any person selling property within a delineated Alquist-Priolo Zone to disclose this fact to any prospective purchaser.
5. The City will work with the County of Riverside to monitor and compile information on faults within the Temecula Study Area.
6. The highest and most current professional standards for seismic design shall be used in the design of facilities, so that the seismic design of the facilities will not become substandard within a few years.
7. Update the listing of hazardous buildings periodically and provide technical assistance and funding, as available, to remediate these structures.
8. Adopt a hillside development ordinance which incorporates standards for site development, drainage, and requires geotechnical investigations for areas of known or suspected geologic hazards.

**B. Fire Hazards**

1. The threat of fire shall be identified in the project review process and mitigated to an acceptable level.
2. New development shall satisfy fire flow requirements, street widths, design and fuel modification requirements, as established by the fire and police departments.
3. Work with the fire department to establish fire prevention and mitigation measures in areas of wildland fire hazard.
4. Expand and improve vegetation management efforts in wildland fire hazards area.
5. Support public education, information, fire prevention and fire law enforcement programs conducted by the Fire Department.

**C. Flood Hazards**

1. Development proposals for projects within the 100-year flood plain shall be reviewed for consistency with Federal Emergency Management Agency requirements.
2. Request new mapping of the floodway along Murrieta Creek upon completion of flood control improvements.
3. Develop a Dam Inundation Evacuation Plan as part of the Emergency Response Plan.
4. Coordinate planning projections with the Office of Emergency Services to ensure that Dam Safety Plans reflect development in the community.

**D. Hazardous Waste**

1. Cooperate with the Fire Department and Riverside County Health Department in maintaining an inventory of facilities that store, handle or transport hazardous materials.
2. Amend project applications to include requirements for submittal of information involving the proposed use, storage, handling, transport and/or disposal of hazardous materials/wastes and any previous use, storage, handling and/or disposal of hazardous materials/wastes.
3. Establish transportation routes for the conveyance of hazardous materials. Transportation of hazardous materials will be restricted through residential areas and arterials during peak traffic hours.
4. Assist the County in updating the County Hazardous Waste Management Plan, as deemed necessary.



## E. Emergency Preparedness

1. Appropriate disaster response and earthquake response plans shall be maintained and updated on a regular basis. The plan shall address the following safety-issues:
  - Earthquakes
  - Hazardous Material Incident
  - Flooding
  - Dam Failure
  - Major Fire/Wildfire
  - Nuclear Incident
  - Transportation Incident
2. Provide technical assistance to the community-based Emergency Watch, a division of Neighborhood Watch, in developing and dispensing disaster preparation information.







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## I. INTRODUCTION

Noise has long been an accepted part of modern civilization and the urbanization process. The general background level of noise, however, seems to be rising as modern transportation systems develop and human dependence upon machines rises. As society becomes highly mobile and mechanization continues to increase, so does the need for a better understanding of the effects of noise exposure in the environment.

The planning process has not traditionally been concerned with noise. In many instances, noise problems were identified only after the noise sources were allowed to establish in a community. It is now evident that these situations could have been avoided by considering noise generators and noise sensitive receptors as part of the comprehensive planning process.

### A. Authorization and Scope

The Noise Element of the General Plan is a mandatory component pursuant to State law (California Planning and Zoning Law, Section 65302(f)). It must recognize the guidelines adopted by the California Office of Noise Control pursuant to Section 46050.1 of the Health and Safety Code. More importantly, the Noise Element should provide a systematic approach to: (1) the measurement and modeling of noise; (2) the establishment of noise standards; (3) the control of major noise sources; and (4) community planning for the regulation of noise. It is a guide used to identify and mitigate noise problems. The Noise Element establishes uniformity between City policy and programs undertaken to control and abate environmental noise. It also serves as a guideline for compliance with the State's noise insulation standards.

The Government Code and Office of Noise Control require that certain major noise sources and areas containing noise sensitive land uses be identified and quantified by preparing generalized noise exposure contours for current and projected levels of activity within the Community. Contours may be prepared in terms of either the Community Noise Equivalent (CNEL) or the Day-Night Average Level (Ldn) which are both descriptors of total noise exposure at a given location for an annual average day.

It is intended that the noise exposure information developed for the Noise Element be incorporated into the General Plan to serve as a basis for achieving land use compatibility with respect to noise through the long range planning and project review processes. It is also intended that noise exposure information be used to provide baseline information and noise source identification for use in formulating modifications to and enforcement of the local noise control ordinance.



## B. Related Plans and Programs

There are a number of plans and programs related to the regulation of noise in Temecula. These programs are implemented at the federal, state, and local levels of government.

At the federal level, two agencies have an effect on Temecula's noise environment. They are the Environmental Protection Agency (EPA) and the Department of Transportation. In addition, the Department of Housing and Urban Development and the Federal Housing Administration establish standards for projects which receive their financial support.

The EPA has historically been a leader in national noise abatement efforts. They have been assisting other federal agencies, states, and local jurisdictions in the development of noise abatement programs.

The Federal Department of Transportation is involved in setting noise standards and safety regulations for civil aviation, railroads, transit facilities and vehicles, and those freeways in the Interstate System, as well as other roadway improvement projects seeking federal funding. Other agencies under the Department of Transportation involved with the regulation of transportation related noise include: the Federal Aviation Administration, the Federal Railway Administration, the Urban Mass Transportation Administration and the Federal Highway Administration.

The State of California is responsible for establishing regulations for noise control where not preempted by the federal government. The State regulates noise emissions from motor vehicles, freeways and arterial roadways as it affects classrooms, and has set noise insulation standards for multi-family residential dwellings, hotels and motels. The State also has established noise impact boundaries around airports, and set noise planning standards for land use compatibility through the Office of Noise Control (ONC).

The Occupational Safety and Health Administration (OSHA) provides worker regulations for protection against the effects of noise exposure. The maximum exposure is provided according to health and psychological effects with a reasonable margin of safety. OSHA also identifies whether the threshold applies to activity interference, hearing loss consideration, or both effects.

Local jurisdictions share responsibility of maintaining the health and welfare of their residents. This responsibility is largely implemented through land use planning and control efforts. Since Temecula was primarily developed under the jurisdiction of Riverside County, the County Noise Element and the Noise Ordinance were used to determine land use compatibility with noise sources.

The Riverside County Airport Land Use Commission (ALUC) has seven members and is responsible for planning around the French Valley Airport. Presently, the ALUC regulates the area of influence around the airport under the 1989 Amended Riverside County Airport Land Use Plan. An amended comprehensive master plan for the French Valley Airport is expected to be prepared by the summer of 1993.

## II. SUMMARY OF NOISE ISSUES

### A. Land Use Compatibility

The State Office of Noise Control has developed a Noise/Land Use Compatibility Matrix showing noise standards for various land use categories. The compatibility matrix is intended to provide guidelines for the development of municipal noise elements. Depending on the ambient environment of a particular community, these basic guidelines may be tailored to reflect existing noise and land use characteristics. The Noise Compatibility Matrix defines noise in terms of a community noise equivalent level (CNEL) expressed in decibel units (dB or dBA) that measure sound intensity. The CNEL measurement accounts for noise levels which occur over a 24-hour period. Noise levels occurring during evening and nighttime hours are weighted more heavily than daytime noise in recognition of increased sensitivity to sound during these hours. A complete glossary of technical terms used in this Element is provided in Appendix A.

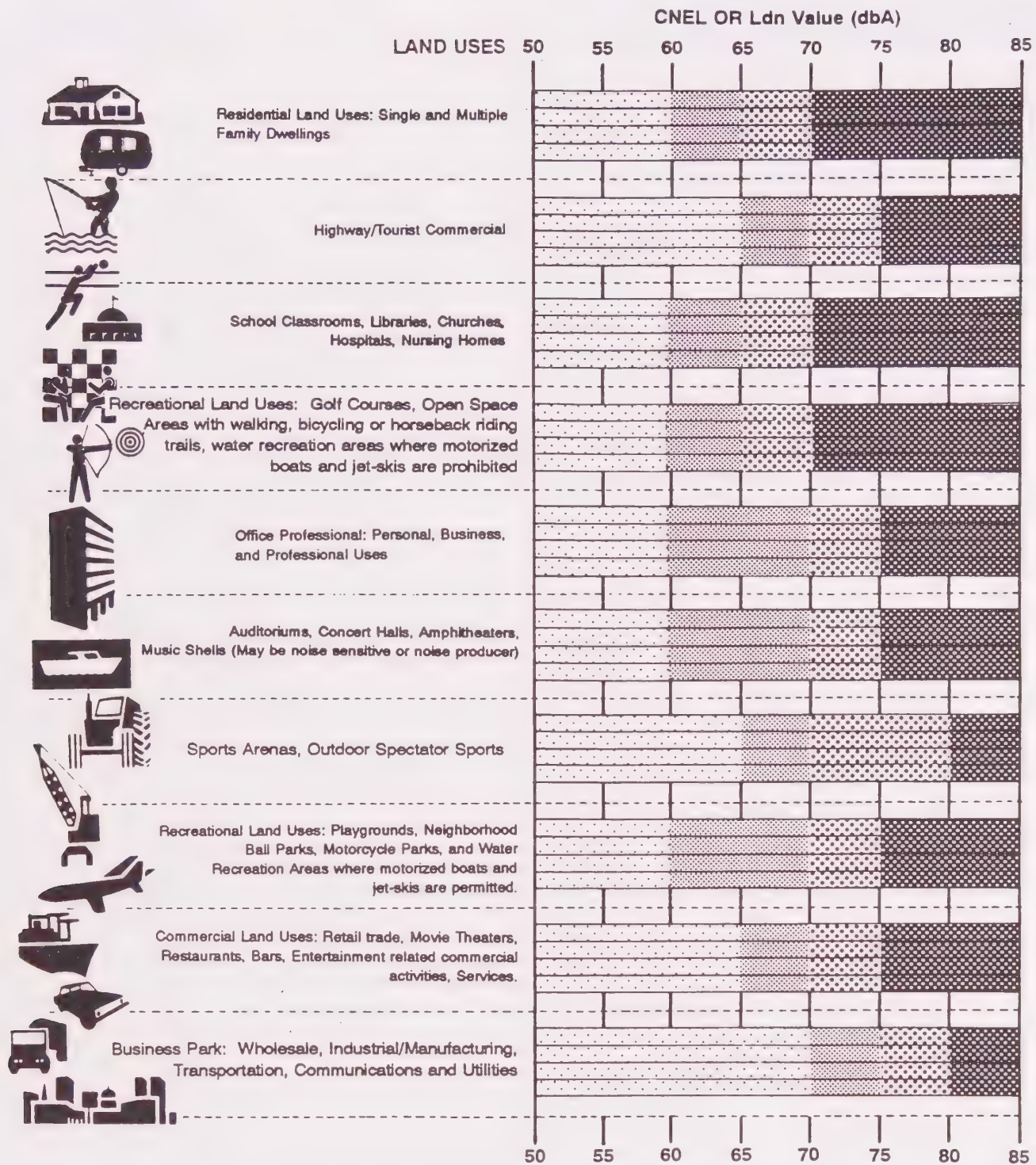
The Land Use Compatibility Matrix shown on Figure 8-1 reflects the compatibility and the acceptable limits of exterior noise for various existing and proposed land uses in Temecula. The matrix will be used as a guideline by the City to determine the compatibility of land uses within a certain noise environment. Standards for both sensitive land uses and those uses considered less sensitive are provided. This matrix should be utilized for new development and transportation system projects to ensure long-term noise compatibility in Temecula.

Land uses deemed noise sensitive by the State include schools, hospitals, rest homes, long-term care and mental care facilities. Many jurisdictions consider residential uses particularly noise sensitive because families and individuals expect to use time in the home for rest and relaxation, and intrusive noise can interfere with those activities. Some variability in standards for noise sensitivity may apply to different densities of residential development, and single family uses are frequently considered the most sensitive. Jurisdictions may identify other uses as noise sensitive such as churches, libraries, day care centers, hospitals, and parks. This sensitivity to noise is reflected in the guidelines for acceptability provided in Figure 8-1.

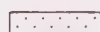
Land uses that are relatively insensitive to noise include office, commercial, and retail developments. There is also a range of insensitive noise receptors which include uses which generate significant noise levels or uses where the level of human occupancy is typically low. Examples of insensitive uses include: industrial and manufacturing uses, aggregate operations, utility easements, agriculture, vacant land, parking lots, salvage yards and transit terminals.



# LAND USE COMPATIBILITY MATRIX



## EXPLANATION OF LAND USE CONSEQUENCES:



**A NORMALLY ACCEPTABLE:** With no special noise reduction requirements assuming standard construction.



**B CONDITIONALLY ACCEPTABLE:** New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise mitigation features included in the design.



**C GENERALLY UNACCEPTABLE:** New construction is discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



**D LAND USE DISCOURAGED:** New construction or development should generally not be undertaken.



## 1. Noise Insulation Standards

California noise insulation standards were officially adopted by the California Commission of Housing and Community Development in 1974 and became effective on August 22, 1974. On November 14, 1988, the Building Standards Commission approved revisions to these standards (Title 24, Part 2, California Code of Regulations). The ruling states that "Interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric shall be either Ldn or CNEL, consistent with the noise element of the local general plan." Additionally, the commission specifies that residential buildings or structures to be located within exterior CNEL (or Ldn) contours of 60 dB or greater of an existing or adopted freeway, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source shall require an acoustical analysis showing that the building has been designed to limit intruding noise to an interior CNEL (or Ldn) of 45 dB.

## 2. Community Noise

The most effective method to control community noise impacts from non-transportation noise sources is through application of a Community Noise Ordinance. The City of Temecula will be preparing a noise ordinance or another program that will implement the City's noise standards and requirements.

# B. Existing Noise Environment

## 1. Ambient Noise Measurements

As prerequisite to an effective noise control program, a community must be cognizant of the location and extent of local noise problems: namely major noise source locations, noise sensitive receptor locations and current levels of exposure. This data can then be utilized to focus noise control and abatement efforts where they are most needed. In some cases, the control of noise sources will be beyond the City's jurisdiction. However, by recognizing these limitations, more effective land use strategies can be developed.

Noise measurements were taken during a typical week day at nineteen locations throughout the City of Temecula. Criteria for site selection included geographical distribution, land uses suspected of noisy activities, proximity to transportation facilities and sensitive receptor locations. Sites were chosen at worst-case noise locations throughout the City. The primary purpose of noise monitoring was to determine an existing profile for the study area that could be used for estimating the level of current and future noise impact.

Measurements represent motor vehicle noise emanating from Interstate 15, the local master planned roadway network and aircraft associated with the French Valley Airport. Sensitive receptor locations monitored include: single-family residential units, school sites, a childcare center, and parks. Noise levels were monitored during the peak traffic hour to represent maximum noise levels, or during off-peak conditions and then modified to reflect peak traffic conditions.

Figure 8-2 and Table 8-1 provide noise measurement data and site descriptions for the nineteen monitoring locations. As shown therein, noise levels exceeded the 60 dBA criteria (established for locating sensitive land uses) in all but five locations. Noise levels exceeded the 65 dBA criteria (for prohibiting residential development without adequate mitigation) at seven of the nineteen locations. Six of these locations are noise sensitive receptors.

**Table 8-1  
Existing Noise Levels**

Noise Measurement Location	Day	Time	Measured Leq	Adjusted Leq	Land Use	Description
1	7/19	5:28 p.m.	60.3	60.3	SFD	Residence at corner of Roripaugh and Nicolas
2	7/19	5:19 p.m.	59.2	59.2	SFD	Midblock noise from Calle Medusa
3	7/19	12:34 p.m.	58.8	60.2	MS	Noise outside classroom at Margarita Middle School
4	7/19	5:00 p.m.	59.7	59.7	OS	Park noise near playground and bar-b-que area
5	7/19	4:43 p.m.	65.0	65.0	SFD	Noise from Rancho California Road; 20-25' above grade
6	7/19	12:52 p.m.	54.6	54.6	ES	Noise in front of classroom next to front parking area; kids playing
7	7/19	1:46 p.m.	66.8	66.5	SFD	Noise from Cosmic Dr. house 5 feet above grade
8	7/18	5:51 p.m.	67.1	67.1	OS	Duck Lake Park; noise from Rancho California Road
9	7/19	2:36 p.m.	58.1	60.1	SFD	Very high speeds on Pauba Rd; some noise attenuation from vegetation and short brick wall
10	7/19	2:14 p.m.	54.7	62.2	OS	Recreational park; noise from children, maintenance activities, aircraft and Off-Road Vehicles in distance
11	7/19	12:15 p.m.	59.3	61.2	HS	Noise at Temecula Valley High School baseball field away from permanent school structures
12	7/19	5:50 p.m.	68.1	68.1	SFD	Noise at corner of Front and Main
13	7/18	5:18 p.m.	66.9	66.9	ES	Noise in front of Hillcrest Carden School from I-15 and mobile homes
14	7/18	5:36 p.m.	58.6	58.6	CC	Noise at La Petit Preschool child care center; primarily from freeway, some from Santiago and Ynez Rds.
15	7/19	4:01 p.m.	66.0 -71.0	66.0- 71.0	IND/ COM.	Noise at property line between C.L. Pharris Ready Mix and office/retail parking lot
16	7/19	3:22 p.m.	59.9	62.0	SFD	Residence at corner of Pala/Cupeno and Hwy 79
17	7/19	3:11 p.m.	55.1	57.0	SFD	Midblock residence setback from Hwy 79; adjacent to Rancho Fruit Market
18	7/19	11:56 a.m.	64.0	65.6	MS	Noise at Temecula Middle School; gardening and maintenance activities on school property
19	7/19	3:40 p.m.	69.1	71.5	SFD	Corner home with high speed vehicles on Pala Road
<sup>1</sup> SFD = Single-Family Dwelling      ES = Elementary School IND = Industrial      HS = High School COM = Commercial      CC = Child Care MS = Middle School      OS = OS						

# NOISE MEASUREMENT LOCATIONS



**1** Noise Measurement Location

The City of  
**TEMECULA**  
 General Plan Program

 THE PLANNING CENTER

FIGURE 8-2



Noise measurements were recorded at nine residential sites. Noise levels exceeded 60 dBA at five of these sites. The highest noise measurement recorded at a residential site was 69.1 dBA.

## **2. Significant Noise Sources**

Two types of noise sources are considered in a community noise inventory: stationary sources and mobile sources. Stationary sources of noise include: industrial and construction activities, farming equipment operations, shooting ranges, boating areas, air conditioning/refrigeration units, drag strips, concert halls, loud whistles or bells, outdoor sporting events, loud radio, stereo or television usage, power tools, lawn mowers, home appliances and barking dogs. Mobile noise sources are typically transportation-related and include: aircraft, trains, boats, automobiles, trucks, buses, motorcycles, and off-road vehicles.

There are a limited amount of significant stationary noise sources in Temecula. Most of the noisy industrial uses are located in the northwestern end of the City, away from most residential uses. There are a few isolated noisy industrial uses in the City that do effect some residential uses. These uses include the batch plant operation on Front Street and the school bus maintenance facility on Rancho Vista Road. Another source of stationary noise is related to construction. However, construction noise is typically localized and temporary. Most of the stationary sources of noise in the City are not considered a problem and are typically accepted as part of the ambient or background noise level.

Motor vehicles in the City are the dominant source of continuous noise. Interstate 15, State Route 79, Rancho California Road, Jefferson Avenue/Front Street, and Winchester Road carry appreciable volumes of commuter traffic. Land uses adjacent to these and other roadways could potentially be impacted by motor vehicle noise. The French Valley Airport is another transportation facility that contributes to Temecula's community noise levels. The various sources of existing transportation noise generators are discussed separately in the following sections.

### **a. Roadways and Motor Vehicle Noise**

The City of Temecula is bisected by a number of arterial roadways and Interstate 15., which is the major north-south route between San Diego and Riverside. The major east-west roadways in the City include Rancho California Road, Rancho Vista Road, Pauba Road and State Route 79. The major north-south roadways in the City include: Diaz Road, Jefferson Avenue, Winchester Road, Ynez Road and Margarita Road.

The highway traffic noise prediction model developed by the Federal Highway Administration (RD-77-108) was used to evaluate existing noise conditions in Temecula. This model utilizes various parameters including the traffic volume, vehicle mix and speed, and roadway geometry, to compute typical equivalent noise levels during daytime, evening and nighttime hours. The resulting noise levels are then weighted and summed over 24 hourly periods to determine the daily CNEL value. Noise contours are derived through a series of computerized iterations to provide CNELs. Table 8-2 reflects the existing CNEL Range at 100 feet from the centerline for major roadways in the City. As shown, Interstate 15 is the only roadway with a CNEL level in excess of 75 at 150 feet from the roadway. Portions of Winchester Road, Rancho California Road and State Route 79 have noise levels over 65 CNEL, and portions of Jefferson Avenue/Front Street, Ynez Road and Pala Road have noise levels over 60 CNEL.

Table 8-2 Existing CNEL Range at 100 Feet from Centerline	
Roadways	CNEL Range
Interstate 15	74.4 - 75.3
Winchester Road	62.7 - 72.4
Nicholas Road	53.2 - 53.2
Solana Way	52.0 - 57.5
Margarita Road	46.6 - 59.5
Moraga Road	56.3 - 56.3
Rancho California Road	57.5 - 65.7
Rancho Vista Road	55.8 - 59.0
Pauba Road	51.8 - 54.3
Santiago Road	51.7 - 51.7
Jedediah Smith Road	49.9 - 49.9
SR-79	64.7 - 68.8
Diaz Route	59.8 - 59.8
Jefferson Avenue/Front Street	56.7 - 64.6
Ynez Road	52.5 - 64.9
De Portola Road	47.9 - 47.9
Rainbow Canyon Road	53.5 - 53.5
Pala Road	61.9 - 62.6
La Paz Street	50.5 - 50.5
Calle Medusa Road	51.1 - 51.1
La Serena Way	52.6 - 54.9
<sup>1</sup> At 150 feet from centerline.	

### **b. Aircraft Noise**

The French Valley Airport, shown in Figure 8-3, is a source of noise in Temecula. The aircraft mix at this airport is mostly single-engine aircraft. Some multi-engine aircraft and a small number of business jets and helicopters also use this airport. Of the 56,000 annual takeoffs projected, about 75 percent will be in the southerly direction over residences in northern Temecula. The airport is equipped with night lighting, but ninety-nine percent of current airport operations occur before 10 p.m. The major noise impact from the airport is associated with takeoffs in this direction where the 55 dBA CNEL contour extends out 10,000 feet. However, most of the residential uses in this area are able to meet the required indoor noise standard of 45 dB CNEL. There are no noise sensitive land uses located within the 65 CNEL contour.

## **C. Sensitive Receptors**

Current land uses located within Temecula that are sensitive to intrusive noise include: libraries, parks, residential areas and schools. There are currently no hospital or convalescent care facilities within the City's Sphere-of-Influence. The 65 CNEL is generally considered the maximum exterior level acceptable for these uses. Noise sensitive uses are permitted in areas with ambient environments in excess of 65 CNEL if mitigation is provided to reduce noise to acceptable levels. Figure 8-4 details the locations of sensitive park and school receptors within the City limits.

Residential uses are located throughout the City, along both major and minor roadways. Many of the major roadways in the City have 65 CNEL contours located outside of the roadway right-of-way. Some residential areas and other sensitive land uses adjacent to these roadways could be exposed to high noise levels. If a residence fronts along a roadway or if the housing tract was not built with protective noise barriers, the noise exposure in these areas would be considered excessive.

## **D. Future Noise Environment**

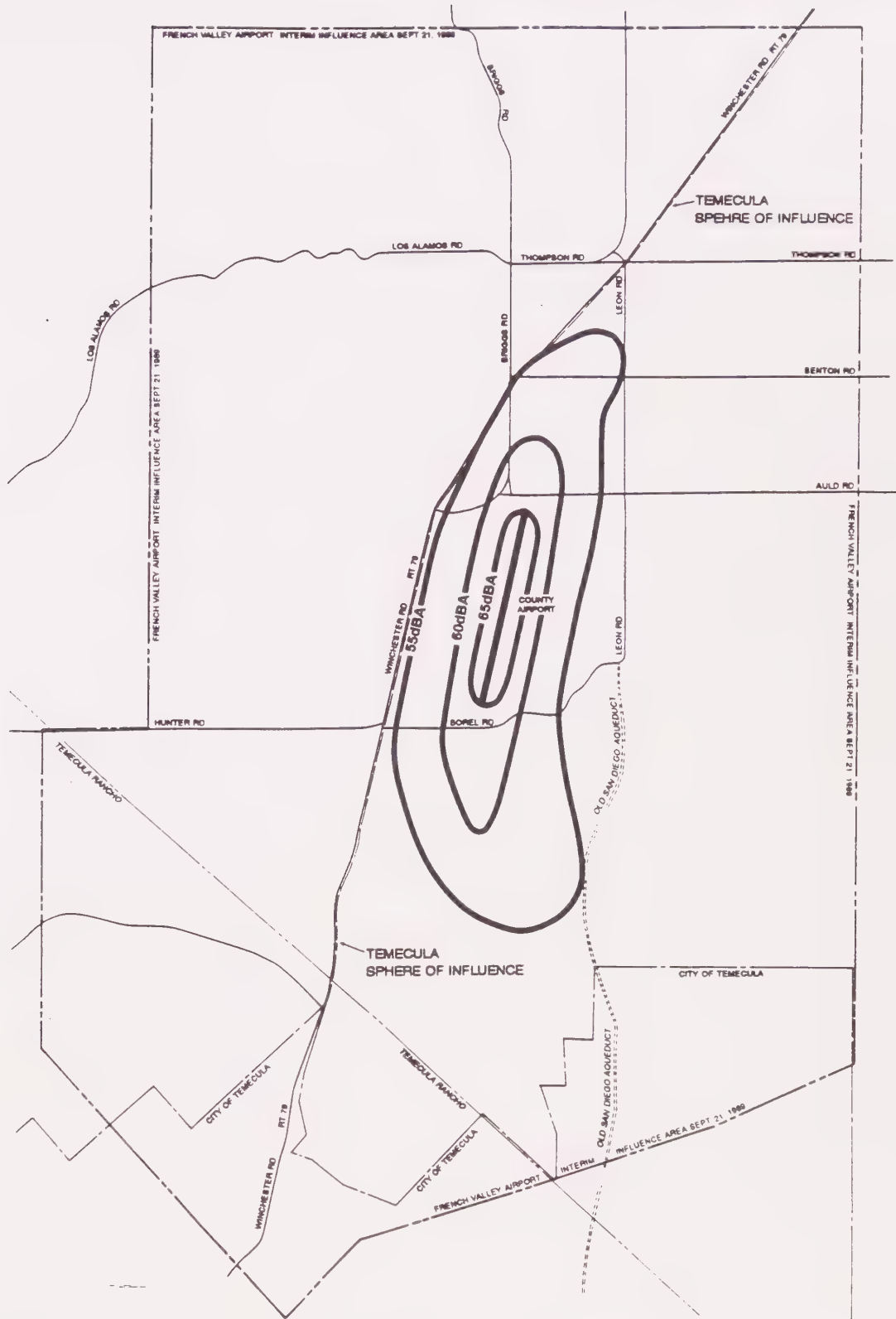
The major source of future noise will come from automobiles and trucks traveling on existing and proposed roadways and transportation corridors in the City. Other future sources of noise include overhead aircraft from the French Valley Airport. Future sources of noise should be considered during the planning process.

### **1. Major Roadways**

As shown below in Table 8-3, many roadway segments in the City are projected to have noise levels above 65 CNEL at 100 feet from the centerline. Compared to existing CNELs, several of the roadways will experience a 3 dBA or greater increase over existing noise levels, the level that is just discernable by adjacent receptors. Roadways with the largest decibel increase include portions of



# FRENCH VALLEY AIRPORT CURRENT NOISE CONTOURS






60dBA CNEL Noise Contour

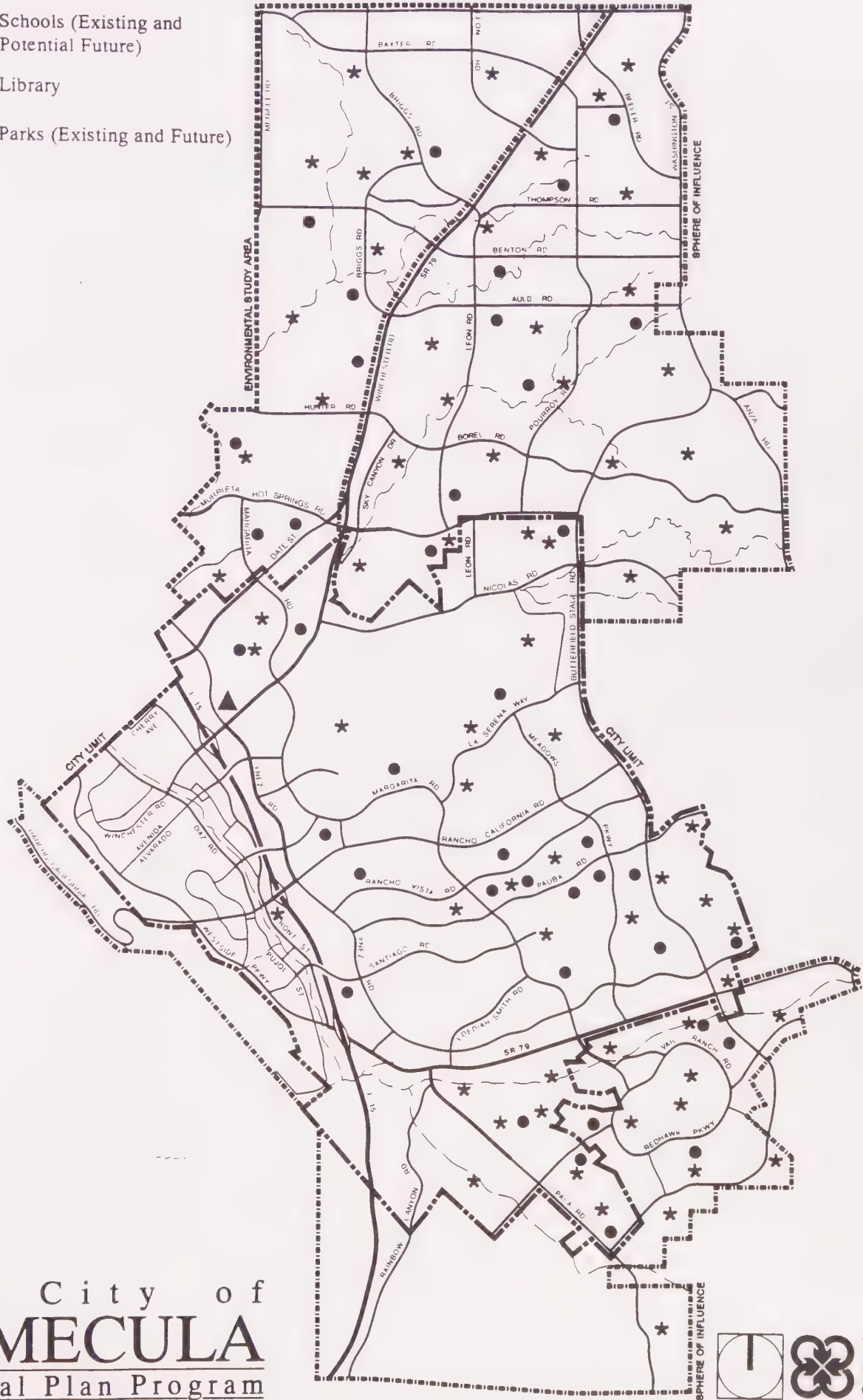
SOURCE: Earth Metrics, 1986

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**TEMECULA**  
General Plan Program



# SENSITIVE RECEPTOR LOCATIONS

-  Schools (Existing and Potential Future)
-  Library
-  Parks (Existing and Future)



The City of  
**TEMECULA**  
General Plan Program



THE  
PLANNING  
CENTER

FIGURE 8-4



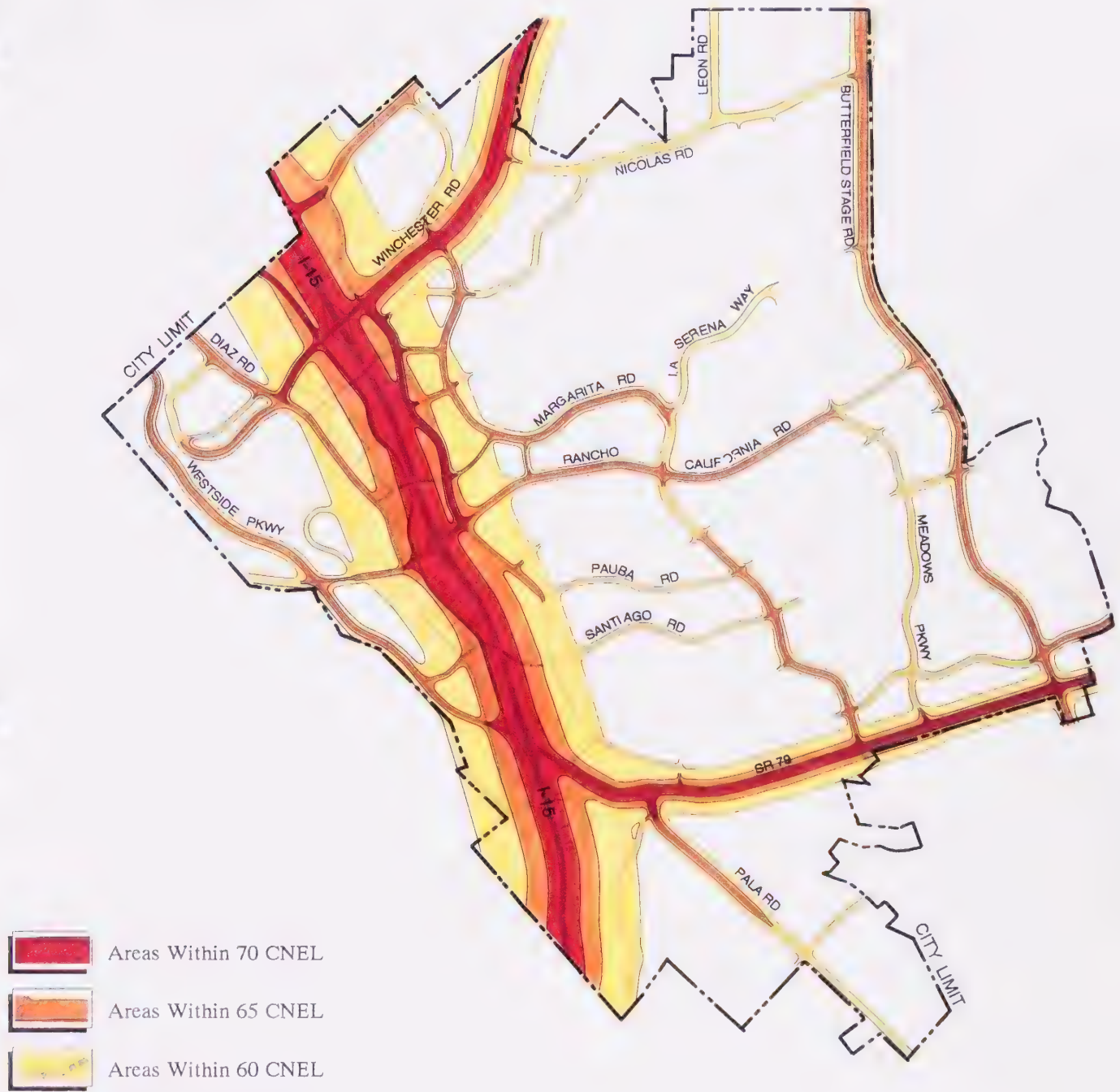
Nicholas Road, Margarita Road, Jedediah Smith Road, Jefferson Avenue, and Rainbow Canyon Road. The increases associated with these roadways are primarily related to the amount of new development occurring in the area. Traffic noise along the roadways could be mitigated with a combination of landscaped barriers, sound walls and architectural sound attenuation measures.

Future unattenuated noise levels along roadways within the City limits are shown in Figure 8-5. Noise levels are mapped using contour lines indicating a specific noise level, without shielding from existing barriers or topography. The noise contour map is intended to be used as a guide to identify areas within the City that are impacted with traffic noise. Subsequent site specific noise studies should be prepared to accurately reflect noise conditions, within the noise contours provided in Figure 8-5.

**Table 8-3**  
**Future CNEL Range at 100 Feet from Centerline**

Roadways	CNEL Range
Interstate 15 <sup>1</sup>	77.5 - 80.0
Winchester Road	62.7 - 76.7
Nicholas Road	63.0 - 64.1
Solana Road	57.9 - 64.7
Margarita Road	61.1 - 67.6
Moraga Road	60.7 - 60.7
Rancho California Road	59.4 - 71.0
Rancho Vista Road	54.8 - 58.2
Pauba Road	56.2 - 61.5
Santiago Road	59.0 - 60.0
Jedediah Smith Road	53.1 - 60.4
State Route 79	70.2 - 75.2
Diaz Road	60.0 - 67.0
Jefferson Avenue	64.9 - 67.5
Ynez Road	60.2 - 70.7
De Portola Road	54.4 - 64.0
Rainbow Canyon Road	57.8 - 61.1
Pala Road	53.9 - 68.5
La Paz Street	55.4 - 55.4
Calle Medusa Road	53.7 - 53.7
La Serena Way	56.8 - 60.9
Front Street	60.5 - 64.1
<sup>1</sup> At 150 feet from centerline.	

# FUTURE ROADWAY NOISE CONTOURS







# FUTURE ROADWAY NOISE CONTOURS



As shown on Figure 8-5, the 65 CNEL extends furthest into noise sensitive areas that are located along I-15 and State Route 79. This results from relatively high traffic volumes and high vehicle speeds along these roadways, as is typical of the highway system. Along I-15, the 65 CNEL extends approximately 1200 feet from the centerline. While the land uses along I-15 are not considered noise sensitive, along I-15 between SR 79 and Rancho California Road is a considerable amount of vacant land designated for single family and multiple family land uses. Many of these uses could have outdoor living areas impacted with noise levels above 65 CNEL.

The 65 CNEL extends between 220 feet and 480 feet from the centerline of SR-79. Most of the area within the 65 CNEL is currently undeveloped and designated for single family and multiple family land uses. Without adequate mitigation, many of the residential uses along SR-79, between I-15 and Rancho California Road, will be impacted from noise above the 65 CNEL.

Any residential development proposed within the 60 CNEL or greater should have site specific noise studies prepared. A combination of site planning techniques, noise walls and architectural treatments should be used to mitigate noise to acceptable levels.

## **2. French Valley Airport**

The existing noise contours for the French Valley Airport are shown on Figure 8-3. At this time, there are no projected noise contours to reflect the future operations of the airport. The French Valley Airport Master Plan is expected to be completed in the summer of 1993. This amendment could potentially revise the existing noise contours.

### III. GOALS AND POLICIES

---

**Goal 1**      **Land use planning that provides for the separation of significant noise generators from sensitive receptor areas.**

---

**Discussion**      The separation of noise generators from sensitive receptors will result in an exterior environment that requires minimal mitigation to meet acceptable noise levels. Proper planning will ensure that sensitive receptors are not impacted by noise hazards by locating these land uses distant from each other. Noise hazard areas will be considered to include locations within the 65 CNEL contour of master planned roadways, railroad corridors, aircraft flight paths, and industrial facilities.

- Policy 1.1**      Discourage noise sensitive land uses in noisy exterior environments unless measures can be implemented to reduce exterior and interior noise to acceptable levels. Alternatively, encourage less sensitive uses in areas adjacent to major noise generators but require appropriate interior working environments.
- Policy 1.2**      Limit the hours of construction activity in residential areas in order to reduce the intrusion of noise in the early morning and late evening hours, and on weekends and holidays.
- Policy 1.3**      Incorporate noise standards in the Development Code to ensure that residents are not exposed to excessive levels of noise from stationary sources.
- Policy 1.4**      Require proposed industrial or commercial projects located near existing or planned residential areas to demonstrate that the project when constructed, will comply with the City noise requirements.
- Policy 1.5**      Work with the school district to relocate the school bus maintenance yard to an area that will not adversely impact sensitive receptors.
- Policy 1.6**      Ensure that current noise hazard areas in the City are identified, quantified, and mapped in a form that is available to decisionmakers.
- Policy 1.7**      Utilize the information from the noise contour map in the General Plan in the development review process to ensure that noise sensitive land uses are not located near major stationary noise sources.
- Policy 1.8**      Minimize noise conflicts between land uses and the circulation network.



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**Goal 2**      **The control of noise between land uses.**

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**Discussion** Exterior and interior noise standards determine the design and location of land uses. There is also the opportunity to control noise between land uses through the preparation of a City Noise Ordinance or other implementation programs.

**Policy 2.1**      Limit the maximum permitted noise levels which cross property lines and impact adjacent land uses.

---

**Goal 3**      **Consider noise issues in the planning process.**

---

**Discussion** Noise issues should always be considered during the planning process so that needed measures are incorporated in design and location of land uses. In addition, the economic impact of noise attenuation measures can then be incurred by the property developer and not future owners who may not anticipate noise impacts.

**Policy 3.1**      Establish standards for acceptable limits of noise for various land uses in the City.

**Policy 3.2**      Work with the County of Riverside and the City of Murrieta in minimizing or avoiding conflicts between land use and noise prior to project approvals.

**Policy 3.3**      Encourage the use of site design and building design techniques, including the use of landscape setbacks or berms, building orientation, and buffering of noise sensitive areas, as a means to minimize noise impacts.

**Policy 3.4**      Evaluate potential noise conflicts for individual sites and projects.

**Policy 3.5**      Require mitigation of all significant noise impacts as a condition of project approval.

---

**Goal 4**      **Minimize noise impacts from transportation noise sources**

---

**Discussion** Within the City of Temecula there are a number of transportation related noise sources including: freeways, major arterial and collector roadways, and aircraft overflights. The City recognizes the importance of the French Valley Airport to the region. Future land use patterns in the General Plan have been designed to accommodate the flight paths and noise contours of the airport as established by the Airport Land Use Commission.

- Policy 4.1**      Develop a program to construct barriers to mitigate sound levels where necessary or where feasible to ensure the peace and quiet of the community.
- Policy 4.2**      Ensure the effective enforcement of City, State, and Federal noise standards by all appropriate City Divisions.
- Policy 4.3**      Enforce the speed limit on arterials and local roads to reduce noise impacts from vehicles, particularly in residential areas.
- Policy 4.4**      Coordinate with Caltrans to ensure the inclusion of noise mitigation measures in the design of new highways projects or improvements to existing facilities including, interchange improvements along I-15, widening of SR 79 South, SR 79 North and the proposed Date Street/I-15 interchange.
- Policy 4.5**      The City shall participate in the planing and impact assessment activities of the Airport Land Use Commission and other regional or state agencies relative to any proposed expansion of the airport or change in flight patterns.

## IV. IMPLEMENTATION PROGRAMS

### A. Plans and Ordinances

1. Incorporate measures into all development projects to attenuate exterior/interior noise levels to acceptable levels. The City's noise standards for land use compatibility are provided in Table 8-4. These standards shall be adhered to and implemented during the review of all proposed development projects.

Table 8-4 Land Use with Noise Standards		
Land Use	Interior Standard	Exterior Standard
Hillside Residential Very Low Residential Low Medium Residential Medium Residential High Residential	45	65 <sup>1</sup>
Neighborhood Commercial Community Commercial Highway/Tourist Commercial Service Commercial	—	70
Professional Office	50	70
Business Park/Industrial	55	75
Public/Institutional Facilities	50	70
Open Space/Recreation	—	70 (65 <sup>2</sup> )
Schools	50	65
<sup>1</sup> Pursuant to Plans and Ordinances No. 2, a maximum exterior noise level up to 70 dB CNEL is allowed for Multiple-Family Housing.		
<sup>2</sup> Where quiet is a basis for use		

2. Exterior living areas of multiple family uses should have a maximum noise level of 65 CNEL. A combination of site planning techniques, noise walls, and architecture treatments should be incorporated into the design of a project to ensure that the 65 CNEL is achieved. In multiple family uses where all of preceding mitigation measures have been incorporated into the project design and the exterior living area still can not be mitigated to 65 CNEL, a maximum exterior noise level of up to 70 CNEL may be allowed.
3. Enforce the Noise Ordinance for all non-emergency construction operations.
4. Require a revision to the noise contour map with every General Plan Update.



## B. Administrative Actions

1. Consider noise mitigation measures in the design of all future streets and highways and when improvements occur along existing highway segments. Measures will emphasize the establishment of buffers between roadways and adjoining noise sensitive areas.
2. During review of development applications, consider the noise impact of the proposed land use on the existing and future noise environment of existing or planned contiguous uses.
3. Require proposed noise producing projects to have an acoustitian prepare a noise analysis with recommendations for special design measures if the project is to be located close to existing or planned noise sensitive land uses.
4. Require proposed noise sensitive projects within noise impacted areas to have acoustical studies prepared by a qualified acoustical engineer and to provide special design measures to protect noise sensitive uses from ultimate projected noise levels.
5. For projects close to master planned roadways, utilize the ultimate roadway capacity at Level-of-Service C and the posted speed limit to estimate maximum future noise impacts.
6. Discourage projects that are incapable of successfully mitigating excessive noise.
7. Consider site design techniques as the primary means to minimize noise impacts.
  - Utilize building setbacks to increase the distance between the noise source and receiver.
  - Promote the placement of noise tolerant land uses such as parking lots, maintenance facilities, and utility areas between the noise source and receptor.
  - Orient buildings to shield outdoor spaces from a noise source. Quiet outdoor spaces can be provided by creating a U-shaped development which faces away from the roadway or by clustering land uses.

8. Require developers to consider alternative architectural layouts as a means of meeting noise reduction requirements.
  - Place bedrooms on the side of the house facing away from major roadways. The use of noise tolerant rooms such as garages, bathrooms and kitchens to shield noise-sensitive areas will be encouraged.

When bedrooms cannot be located on the side of a house away from a major roadway, require extra insulation and double-pane windows.
  - Avoid balconies facing major travel routes. Development proposals including balconies in the design will need to be evaluated for potential noise impacts during the environmental review process.
9. Where architectural design treatments fail to adequately reduce adverse noise levels or will significantly increase the costs of land developments, require the use of noise barriers and landscaped berms in combination.

## V. GLOSSARY OF TERMS

**A-weighted Sound Level, dBA:** The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgement of loudness.

**Ambient Noise Level:** The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

**Amplitude:** A measure of the difference between atmospheric pressure (with no sound present) and the total pressure (with sound present). Although there are other measures of sound amplitude, sound pressure is the fundamental measure. The unit of sound pressure is the decibel (dB).

**Community Noise Equivalent Level (CNEL):** The average equivalent A-weighted sound level during a 24-hour day, obtained by adding five (5) decibels to the hourly noise levels measured during the evening (from 7:00 p.m. to 10:00 p.m.) and by adding ten (10) decibels to the hourly noise levels measured during the night (between 10:00 p.m. and 7:00 a.m.). In this way, CNEL takes into account the lower tolerance of people for noise during evening and nighttime periods.

**Day-Night Average Level (Ldn):** The measure of noise exposure used by the EPA, HUD, FAA and the Department of Defense. It is the same as CNEL except that the weighting considered (in CNEL) between the hours from 7:00 p.m. to 10:00 p.m. is eliminated. Throughout this noise element, Ldn and CNEL are assumed to be the same measure. This is consistent with the recommended practice of the State of California Office of Noise Control.

**Decibel (dB):** A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals. Because they are logarithmic, decibels are not additive. If two similar noise sources produce the same amount of noise (say 100 dB each), the total noise level will be 103 dB, not 200 dB. An increase in noise level of 10 dB is generally perceived as being twice as loud.

**dBA:** A-weighted sound level to reflect the sensitivity of the human ear to noise frequencies (see definition above).

**Equivalent Sound Level (Leq):** The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time varying noise level. The energy average noise level during the sample period.



**Exterior Living Space:** Open area designed for outdoor living and/or recreation.

**Frequency:** The number of times per second that a sound pressure oscillates about the prevailing atmosphere pressure. The unit of frequency is the hertz. The abbreviation is Hz.

**Intrusive Noise:** That noise which intrudes over and above the ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence, and tonal or informational content as well as the prevailing ambient noise level.

**L10:** The A-weighted sound level exceeded 10 percent of the sample time. Similarly L50, L90, L99, etc.

**Noise:** Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound..."

**Noise Attenuation:** The ability of a material, substance, or medium to reduce the noise level from one place to another or between one room or another. Noise attenuation is specified in decibels.

**Noise Barrier:** A structure designed to mitigate the impact generated by a noise source (e.g., an arterial or rail line) at an adjacent noise sensitive location. Barriers should be continuous structures (without gaps) and should be constructed of a material that is impervious to noise (e.g., concrete block, stucco-on-wood, wood-on-wood, 1/4" tempered plate glass, earthen berm, or any combination of these materials).

**Noise Exposure Contours:** Lines drawn around a noise source indicating constant or equal level of noise exposure. CNEL and LDN are typical metrics used.

**Noise Impact Area:** A specific area exposed to significant levels of noise.

**Noise Reduction:** The ability of a material to reduce the noise level from one place to another or between one room and another. Noise reduction is specified in decibels.

**Noise Referral Zones:** Such zones are defined as the area within the contour defining a CNEL level of 60 decibels. It is the level at which either State or Federal laws and standards related to land use become important and, in some cases, preempted local laws and regulations. Any proposed noise sensitive development which may be impacted by a total noise environment of 60 dB CNEL or more should be evaluated on a project specific basis.

**Noise Sensitive Land Use:** Noise-sensitive land uses include, but are not limited to: residences, schools, libraries, hospitals, churches, hotels, motels, and outdoor recreational areas. These typify land uses where suitability is restricted by intrusive noises. Hence, they are termed "noise-sensitive." Noise-sensitivity factors include interference with speech communication, subjective judgement of noise acceptability and relative noisiness, need for freedom from noise intrusion, and sleep interference criteria.

**Sound:** A reaction in the ear caused by radiant energy being transmitted from a source by longitudinal pressure wave in air or some other elastic medium.

**Sound Level (Noise Level):** The weighted sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum.

**Sound Level Meter:** An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.









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## I. INTRODUCTION

The Air Quality Element addresses air quality in the context of local land use planning. To date, most efforts at improving air quality have relied on emission control devices and development of cleaner technologies. While these efforts have been successful in reducing emissions, population growth experienced by the region threatens these gains. In addition, despite these improvements, federal air quality standards have not been met.

Air quality efforts are increasingly directed at the relationship between growth, land use activities, and air quality. Land use patterns directly influence transportation demand, which in turn, impacts air quality. Local government has the unique authority to regulate land use, and the Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB) calls upon local government to implement control measures that will achieve an 8 percent reduction in emission from reactive organic gasses and oxides of nitrogen.

The Temecula Air Quality Element establishes a policy foundation for implementation of local government control measures. The Element also provides the framework for coordination of air quality planning efforts with surrounding jurisdictions. A Glossary of Terms has been provided at the end of the Air Quality Element to define the numerous terms used in this Element.

### A. Authorization

The preparation of an Air Quality Element is not required under Government Code Section 65302 which specifies the required components of the General Plan. The absence of this requirement, however, does not preclude its preparation. In fact, Government Code Section 65303 authorizes cities and counties to adopt additional elements as deemed necessary. The State General Plan Guidelines includes air quality as a suggested topic in both the circulation and safety elements. The 1991 AQMP for the South Coast Air Basin also recommends that jurisdictions adopt an air quality element to implement control measures contained in the AQMP.

### B. Related Plans and Programs

#### 1. Western Riverside Sub-Regional Air Quality Implementation Program

The Western Riverside Sub-Regional Air Quality Implementation Program serves as a framework for local government implementation of the control measures contained in the 1991 AQMP. The planning effort was initiated in response to local jurisdiction's concern for the retention of local government autonomy in implementing the AQMP control measures. The Plan includes a Model Air Quality Element that is intended to be incorporated by participating jurisdictions into their General Plan. The Implementation Program also includes four model ordinances: Development Review and Mitigation; Employment Related Trip Reduction; Particulate Emission Reduction; and Energy Conservation. Procedures necessary for local jurisdictions to implement air quality measures are also contained in the Implementation Program.

The City of Temecula is a member of the Western Riverside Council of Governments (WRCOG) and participated in this coordinated air quality planning effort. The City of Temecula Air Quality Element incorporates the goals, policies and programs from the WRCOG that are applicable to the General Plan Study Area. The policies and implementation programs, however, have been tailored to reflect local circumstances.

## **2. County of Riverside Air Quality Element**

The Air Quality Element of the Riverside County Comprehensive General Plan identifies issues, goals, and programs for improving County air quality. The Air Quality Element is organized into six sections: Air Quality; Jobs/Housing Balance; Transportation Demand Management; Transportation System Management; Transportation Facility Development; and Particulate Matter. Policies and programs related to each of the topical areas are established in the Air Quality Element.

The Riverside County Air Quality Element has no authority over the actions taken by the City of Temecula. However, the Element was considered in developing Temecula's Air Quality Element. Policies and programs related to the coordination of air quality planning efforts on the local and regional level reflects this consideration.

## **3. State and Federal Air Quality Legislation and the Air Quality Management Plan**

The Federal Clean Air Act enacted in 1970, and amended twice thereafter, establishes the framework for air pollution control. The Act directs the Environmental Protection Agency (EPA) to establish national ambient air quality standards (NAAQS) for six pollutants: Ozone, Carbon Monoxide, Lead, Nitrogen Dioxide, Particulate Matter and Sulphur Dioxide. These standards are set at a level that protects public health and welfare. Areas exceeding the federal standards more than two times per year are designated "nonattainment" areas and are subject to more stringent planning and pollution control requirements.

States are required to submit a State Implementation Plan (SIP) for areas that exceed the NAAQS. The SIP must demonstrate how the NAAQS will be achieved. Failure to submit a plan or secure approval could lead to denial of federal funding or permits for infrastructure which require federal permits.

The California Clean Air Act (1988) establishes standards for the six federal criteria pollutants as well as adds Hydrogen Sulphide, Sulphate and Vinyl Chloride to its list of regulated pollutants. The State standards for the nine pollutants are more stringent than federal standards. The California Air Resources Board (CARB) and local air pollution control districts are responsible for ensuring that the state standards will be achieved within their designated timeframe.



The Air Quality Management Plan is the primary planning instrument for achieving state and federal air quality standards. The AQMP carries out Federal and State mandates with respect to air quality standards through a series of control measures which are aimed at reducing pollutants from a specific source. The plan for the South Coast Air Basin (SCAB), which includes Western Riverside County, was prepared by the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG).

Local government responsibility for implementing control measures reflect its unique authority to regulate land use and physical development. Local government has primary responsibility for implementing the transportation and land use control measures.

## II. SUMMARY OF AIR QUALITY ISSUES

Regional and local air quality conditions are summarized below. Refer to the EIR (Volume II of the General Plan) for a through discussion of air quality conditions.

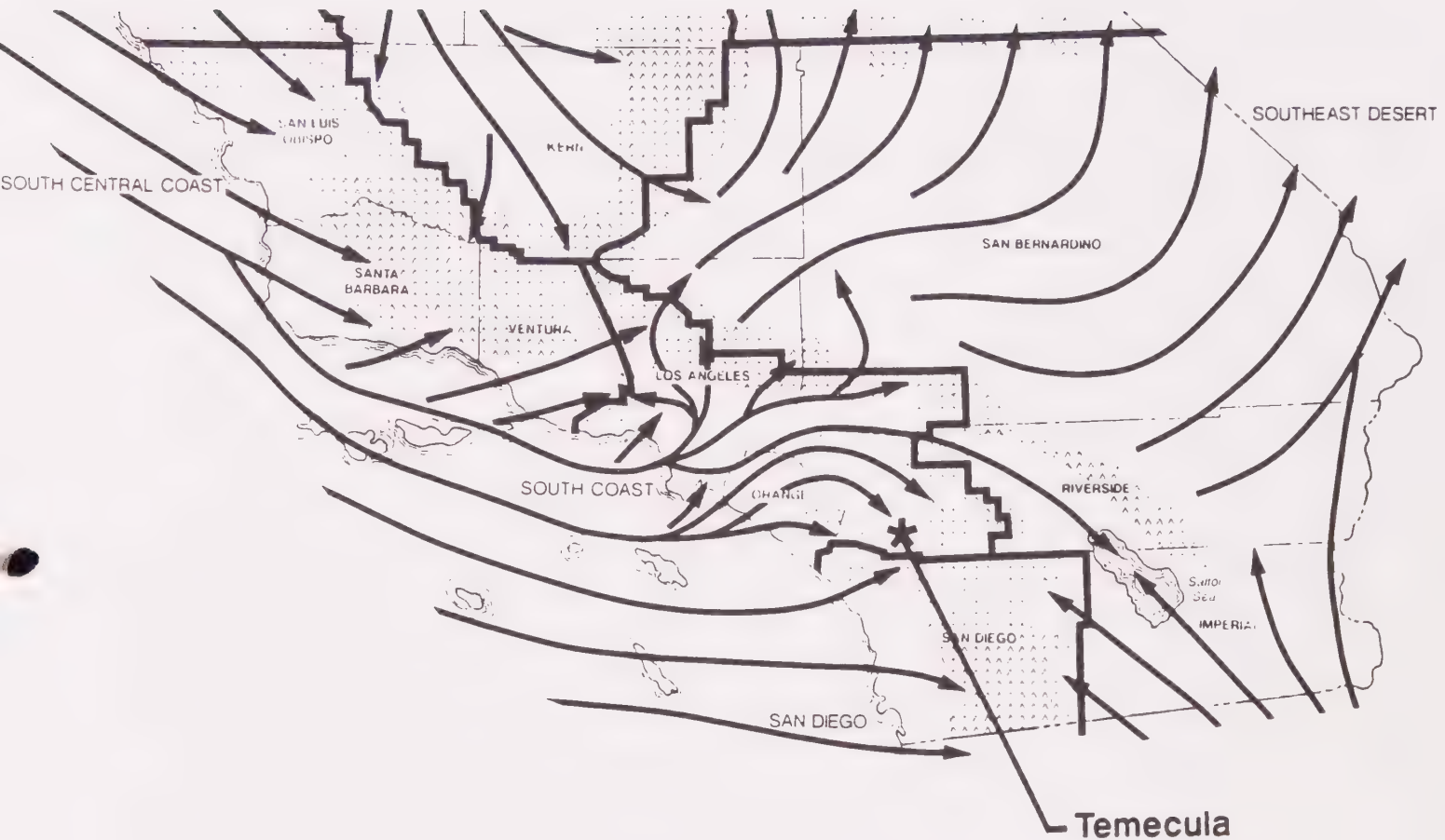
The South Coast Air Basin (SCAB) experiences the worst air quality in the nation. The SCAB exceeds state and federal air quality standards for four of the six criteria pollutants. The basin currently meets the standards for sulfur dioxide and lead, but the ambient carbon monoxide and particulate levels (PM<sub>10</sub>) reach concentrations that are double the standards. The SCAB is the only area in the nation that still exceeds the standard for nitrogen dioxide.

Air pollution tolls heavy costs in terms of health, social and economic factors. The three pollutants of greatest concern to SCAB are: carbon monoxide; ozone and particulate matter. These pollutants and associated health effects are briefly described below:

- **Carbon Monoxide (CO)** is formed by the incomplete combustion of fossil fuels, almost entirely from automobiles. It is a odorless gas that can cause dizziness, fatigue, and impairments to central nervous system functions. CO passes through the lungs into the blood stream where it interferes with the transfer of oxygen to body tissues.
- **Ozone (smog)** is formed by photochemical reactions between NO<sub>x</sub> and reactive organic gases rather than being directly emitted. Ozone is a pungent, colorless gas that is typical of the southern California type smog. Elevated ozone concentrations result in reduced lung function, particularly during vigorous physical activity. This health problem is particularly acute in sensitive receptors such as the sick, elderly and young children. Ozone levels peak during the summer and early fall months.
- **Particulate Matter (PM<sub>10</sub>)** refers to small suspended particulate matter with an aerodynamic diameter of 10 microns or less which is not readily filtered by the lungs. Nitrates and sulfates, as well as dust particulates, are major components of PM<sub>10</sub>. These small particles can be directly emitted into the atmosphere as a by-product of fuel combustion, through abrasion such as wear on tires or brake linings, or through fugitive dust (wind erosion of soil). They can also be formed in the atmosphere through chemical reactions. Particulates may carry carcinogens and other toxic compounds that adhere to the particle surfaces and can enter the human body through the lungs.

Riverside County generates the lowest emissions of any county in the basin, however, because of topographical and climatological factors, Riverside County residents are exposed to greater health risks from air pollution compared to other residents in the SCAB. The poor air quality in Riverside County is largely the result of the influx of emissions generated in the western portion of the SCAB (i.e., Los Angeles and Orange Counties). The emissions are transported to Riverside County by prevailing wind patterns (Figure 9-1). This problem is further exacerbated by occasional temperature inversions which trap and inhibit the dispersal of emissions.

# PREDOMINANT SURFACE WIND FLOW PATTERNS





The proximity of Temecula to the Elsinore Convergence Zone has contributed to the cleaner air quality experienced in Temecula, compared to other parts of southern Riverside County. Although historical air quality data is not available, preliminary data taken at the recently opened air quality monitoring station in the City indicates better air quality at this location versus other stations in southern Riverside County.

The two general sources of air pollutants in the Study Area, as well as the entire basin, are mobile sources and stationary sources. The largest mobile source of air pollutants in Temecula is the motor vehicle. Stationary sources of air pollution include: commercial and industrial operations which utilize pesticides, aerosols, paint, lighter fluid in its operations. The South Coast Air Quality Management District (SCAQMD) has issued permits-to-operate to fifty-one stationary sources in the Temecula General Plan Study Area as of February 1992. These stationary sources include: automotive services, dry cleaners, restaurants, waste management facilities, and industrial and manufacturing plants.

### III. GOALS AND POLICIES

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**Goal 1**      **Improvement of air quality through proper land use planning in Temecula.**

---

**Discussion** The amount, location and type of land uses in the Temecula Study Area has long-term air quality implications. A pattern of land uses that facilitates an efficient urban form is essential to improving and maintaining air quality. The integration of land uses can eliminate the length, and number of vehicle trips.

- Policy 1.1**      Encourage new development that provides employment opportunities for residents of Temecula to improve the balance of jobs relative to housing.
- Policy 1.2**      Encourage in-fill development near activity centers and along transportation corridors.
- Policy 1.3**      Minimize land use conflicts between emission sources and sensitive receptors.
- Policy 1.4**      Reduce air pollutant emissions by mitigating air quality impacts associated with development projects to the greatest extent feasible.

---

**Goal 2**      **Enhanced mobility to minimize air pollutant emissions.**

---

**Discussion** Automobile use is the single greatest contributor to air pollution in California. Most of the air quality problem stems from our dependence on the automobile. The most effective strategy for improving air quality involves making fewer automobile trips and when such trips are necessary, making them shorter. The provision and availability of alternative modes of transportation are essential to the success of this strategy. Alternative transportation demand strategies can increase the efficiency of the transportation system, reduce congestion, and improve regional air quality.

- Policy 2.1**      Implement transportation demand management techniques to reduce motor vehicle trips, including walking, bicycling, ridesharing, local transit, staggered work schedules and telecommunications.
- Policy 2.2**      Maintain an orderly flow of traffic and improve mobility through the use of transportation systems management techniques.
- Policy 2.3**      Pursue development of a public transit system including local shuttle and bus routes, and bicycle and pedestrian trails that are linked to regional light rail.

- Policy 2.4** Promote alternatives to motorized transportation by establishing a convenient and efficient system of bicycle routes and pedestrian walkways.
- Policy 2.5** Promote the use of alternative clean fueled vehicles for personal and business use.
- Policy 2.6** Encourage programs that reduce local traffic congestion at peak hours and during special events.

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**Goal 3** **Incorporate energy conservation practices and recycling to reduce emissions.**

---

**Discussion** Energy generation results in the emission of air pollutants. Through energy conservation, the demand for energy generation is reduced which reduces the emission of pollutants. Recycling efforts also reduces the amount of energy required for production of goods and materials.

- Policy 3.1** Encourage community-wide reductions in energy consumption through conservation.
- Policy 3.2** Promote local recycling of wastes and the use of recycled materials.

---

**Goal 4** **Effective coordination of air quality improvement efforts in the Western Riverside area.**

---

**Discussion** Air pollutants do not recognize political boundaries. Often the policies of one community may adversely impact another community. This is particularly true with respect to air pollution, and underscores the need for subregional and regional implementation of effective air quality strategies. These strategies must be coordinated with regional agencies, the business community, special interest groups, and individuals to ensure that measures with the greatest emission reduction potential are addressed.

- Policy 4.1** Coordinate planning efforts with other local, regional and state agencies, including WRCOG, SCAQMD and SCAG, in their efforts to improve regional air quality.
- Policy 4.2** Encourage participation of local citizens, the business community and interested groups and individuals in air quality planning and implementation efforts.
- Policy 4.3** Promote programs which educate the public about regional air quality issues.



## IV. IMPLEMENTATION PROGRAMS

### A. Land Use

1. Adhere to the policies and programs contained in the Land Use Element to ensure that the future land use patterns and resultant traffic increases have incorporated measures to improve air quality.
2. Establish local performance goals for vehicle miles traveled (VMT) reduction which are consistent with SCAG's Growth Management Plan recommended standards for Western Riverside County subregion.
3. Improve jobs/housing balance by encouraging the development and expansion of businesses, while also promoting housing, affordable to all segments of the population, near these job opportunities.
4. Develop air quality mitigation measures to be used in considering future development. Approve development that could significantly impact air quality, either individually or cumulatively, only if it is conditioned with all reasonable mitigation measures to avoid, minimize or offset the impact.
5. Locate "sensitive receptors" away from major air pollution source. Require full buffering of sensitive receptors from air pollution sources through the use of landscaping, open space and other separation techniques.
6. Incorporate strategies into design guidelines and development standards which promote a pedestrian scale environment, encourage use of mass transit, and reduce dependency on the automobile.
7. Adopt a Dust Control Ordinance to minimize particulate emission during road, parking lot and building construction.

### B. Transportation Demand and System Management

1. Adopt a Trip Reduction Ordinance (TRO) that requires the preparation of trip reduction plans for new and existing office, commercial and industrial facilities.
2. Promote the use of alternative work weeks and flextime among employers.
3. Encourage the formation of Transportation Management Associations (TMA) for large companies and/or groups of companies. Provide potential TMA's with administrative guidelines and technical assistance, where feasible.
4. Require operators of major outdoor events to submit a Trip Reduction Plan (TRP) which shall apply to both patrons and employees during the course of the event.

**C. Energy Conservation**

1. Develop energy conservation standards that will be incorporated into new development.
2. Implement the provisions of Temecula's Source Reduction and Recycling Element to conserve energy resources and achieve a corresponding reduction in air pollution.

**D. Government Cooperation**

1. Coordinate with surrounding jurisdictions in the preparation and adoption of air quality measures to ensure mutual benefit and ensure that any jurisdiction is not placed at an economic disadvantage.
2. Involve local citizens, the business community, and interested groups in the adoption of air quality programs.
3. Participate in the preparation of sub-regional, regional or county- de congestion management and growth management plans and incorporate air quality measures into these plans.
4. Cooperate with neighboring local, regional, state, and federal agencies to achieve better transportation and facility planning and development.

## V. GLOSSARY OF TERMS

**AQMP (Air Quality Management Plan):** A comprehensive policy document that delineates goals, policies, pollution reduction strategies, and implementation responsibilities for improving air quality in the South Coast Air Basin.

**ARB:** Air Resources Board.

**CARB:** California Air Resources Board.

**CCAA:** California Clean Air Act.

**CO:** Carbon Monoxide.

**District:** A commonly-used abbreviation for the South Coast Air Quality Management District (SCAQMD).

**EIR:** Environmental Impact Report

**EPA:** Environmental Protection Agency.

**NAAQS:** National Ambient Air Quality Standards.

**NO<sub>x</sub>:** Oxides of Nitrogen.

**O<sub>3</sub>:** Ozone.

**PM:** Particulate Matter.

**PM<sub>10</sub>:** Particulate Matter of 10 microns or less.

**SCAB:** South Coast Air Basin.

**SCAG (Southern California Association of Governments):** The metropolitan planning organization for the six-county region which includes: Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties.

**SCAQMD (South Coast Air Quality Management District):** The air pollution control district for the area which includes the County of Orange and the urbanized portions of Los Angeles, Riverside and San Bernardino Counties.

**SIP:** State Implementation Plan.



**SOx:** Oxides of Sulfur.

**TCM (Transportation Control Measure):** Any demand management, systems management, facilities improvement, or technology-based measure (or mixture thereof) intended to influence choices of mode, time of day, or decisions whether to travel at all.

**TDM:** Transportation Demand Association.

**TMA:** Transportation Management Association.

**TRO:** Trip Reduction Ordinance

**TRP:** Trip Reduction Plan.

**VMT (Vehicle Miles Traveled):** The total miles traveled by all vehicles in a particular geographic area measured over a 24-hour period.

**WRCOG:** Western Riverside Council of Governments.







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## **I. INTRODUCTION**

Community Design focuses upon those aspects of a community that contribute to the image and character of the natural and man-made environment. Community design considerations contribute to all aspects of community growth and development. Therefore, the goals, policies, and design concepts of the community design element are an integral part of all the elements of the General Plan. Community design objectives contribute to how we perceive the community, what we experience and those characteristics that we want to preserve. Temecula has a rich tradition and an outstanding natural environmental setting. New development can enhance this character or it can destroy it. Through effective community design and land planning, the important spatial considerations of the land use, circulation patterns and the "details of design" can be directed into the most effective and beneficial community design for the City.

### **A. Authorization and Scope**

The scope and content of the Community Design Element examines the form and character of Temecula from an overall city-wide perspective, as well as from a focused subarea basis. The policies and concepts of the Element address concepts for the preservation of natural features, public improvements and special planning areas.

### **B. Organization of the Element**

The Element is organized by first providing the listing of the overall goals and policies relating to community design. The second section provides overall city-wide concepts. The third section addresses the focused subareas that require special design attention.

The final section provides an implementation program for the community design strategies. This includes directions for more detailed studies, special ordinances, and incorporation of the community design proposals into the City's Development Code.

### **C. Related Plans and Programs**

#### **1. Parks and Recreation Master Plan**

The Temecula Parks and Recreation Master Plan is a separate document from the General Plan. However, key policy aspects of the Parks and Recreation Master Plan are incorporated into the Conservation, Parks, and Open Space Element of the General Plan. The linkages recommended for the open space and park system in Temecula are critical elements of the overall community design goals and policies.



## **2. Riverside County Zoning Ordinance**

Most of the City has developed under the requirements of the Riverside County Zoning Ordinance (Ordinance 348). The City adopted this ordinance temporarily, until it could develop its own code. This has included many of the Specific Plan area located within City Limits, and Sphere of Influence. The Temecula Development Code, currently being prepared, will supersede the provisions of the Riverside County Zoning Ordinance.

## **3. City of Temecula Proposed Development Code**

As a part of implementation of the General Plan, a new development code for the City is being prepared. The Development Code will be adopted following approval of the General Plan.

The Development Code will be one of the primary tools for implementation of the Community Design Element. Initially, the Development Code will include zoning ordinance provisions. The Code will be supplemented over time to include other regulations such as the subdivision regulations, environmental review procedures and sign code provisions.

## **4. Old Town Area Specific Plan**

The City has recently began preparation of a Specific Plan for the Old Town Area. While this process is separate from the General Plan, the General Plan will provide overall policy direction for the Old Town Specific Plan. Details of the implementation of the community design aspects will be included in the Specific Plan. The Old Town Specific Plan serves as a means of implementing the goals and policies of the General Plan in relation to the Old Town Area. Relevant goals, policies and programs relating to the Old Town Area are included in the Land Use, Community Design, and Economic Development Elements of the General Plan.

## **5. Approved Specific Plans**

A total of five Specific Plans were approved by Riverside County within the present boundaries of Temecula, prior to the incorporation of the City on December 1, 1989. The plans, programs and standards of these specific plans are incorporated into the various elements of the General Plan, and the Development Code for Temecula. The Specific Plans include standards for development and urban design guidelines. In addition, six other Specific Plans were approved in the Temecula Sphere of Influence and Environmental Study Area. Descriptions of these plans are included in the Land Use Element.

## 6. Southwest Area Community Plan

The Southwest Area Community Plan (SWAP) was adopted by the Riverside County Board of Supervisors in November, 1989 as a part of the Riverside County Comprehensive General Plan. The SWAP provides land use goals and policies which served as a basis for the land use and community design policies of the Temecula General Plan. The Temecula General Plan expands on the SWAP goals and policies to provide a more comprehensive policy framework for the City.

## II. GOALS AND POLICIES

One of the most pressing community design issues is the need to develop design policies and standards for use by the development community and City officials. There is general agreement that site planning, architecture and landscape architecture should be of high quality for both future development and modifications to existing development. The Community Design Goals and Policies provide a framework to achieve quality and compatibility in the physical design of the City. The design policies encourage a public/private dialogue whereby creative and innovative design solutions may be realized. Detailed design guidelines for both residential and non-residential uses will also need to be formulated.

Many residents are concerned about the height and bulk of recently constructed commercial/office structures in the City. Larger commercial projects need to consider the relationship of the buildings to the pedestrian and surrounding environment. Standards need to be carefully developed for the Development Code to achieve a scale of development that is in balance with the surrounding area.

The development of a unified streetscape along major arterials is addressed in the Community Design Element. Streetscapes are important image-building components that offer immediate and lasting impressions of the community. Streetscapes are also important in encouraging pedestrian activity and in defining neighborhoods or districts. The City may consider implementing a streetscape program of median and parkway landscaping, street lighting, graphics, etc. to provide orientation to visitors and to unify the City.

The goals and policies of the Community Design Element serve as the basis for the formulation of specific development code regulations as well as the development of design guidelines for residential and non-residential uses.

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<b>Goal 1</b>	<b>Enhancement of the City's image related to its regional and natural setting and its tourist orientation.</b>
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**Discussion** It is important that land use and development decisions capitalize on, and maintain, the natural assets of a given location. The preservation of the remaining hillsides and ridge lines of the City and of the surrounding area is important to many residents and results in a more enjoyable and satisfying urban environment. The transition between the urbanized areas and rural areas is particularly important in creating a cohesive image of the community. There is a need for hillside development standards that encourage innovative site and building design to enhance the visual quality of development, and preserve significant natural features or special habitat areas. The City also has the opportunity to create a positive urban design element with enhancement and linkage between its parks, water features and other open space lands.



- Policy 1.1** Promote the development of a comprehensive system of trails and open space areas that connect schools, public recreation areas, residential areas, and commercial centers.
- Policy 1.2** Formulate a Master Plan for the Old Town Area, including a detailed action plan for implementation.
- Policy 1.3** Develop design standards to enhance the visual character of commercial centers that are located adjacent to I-15.
- Policy 1.4** Promote community identity by providing specially designed gateway signage at the primary entrances to the City.
- Policy 1.5** Maintain and incorporate natural amenities such as: rock outcroppings, indigenous vegetation, streams and watercourses into development projects to protect the environment and provide natural landscaping, protect views, and to provide recreational opportunities in order to maintain the quality of life.

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**Goal 2** Design excellence in site planning, architecture, landscape architecture and signage in new development and modifications to existing development.

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**Discussion** The commercial and residential areas in Temecula need strong design coordination, improved circulation linkages, open space linkages, outdoor pedestrian spaces, and a greater emphasis on quality architectural and landscape design.

- Policy 2.1** Establish and consistently apply design standards and guidelines for residential and non-residential development.
- Policy 2.2** Promote a cohesive and integrated pattern of development for large undeveloped areas, by requiring the preparation of Specific Plans.
- Policy 2.3** Provide development standards to ensure higher quality design that is well integrated with the infrastructure and circulation systems.
- Policy 2.4** Formulate flexible design standards for commercial development that enhances the special identity and visual character of the commercial development.
- Policy 2.5** Limit light/glare pollution through design standards for outdoor lighting and the use of low intensity lights.

- Policy 2.6** Enhance the individuality and special visual identity of commercial districts a unified streetscape plans.

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**Goal 3** **Preservation and enhancement of the positive qualities of individual districts or neighborhoods.**

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**Discussion** While there is a major concern about the overall city-wide character of Temecula, it is also important to preserve and enhance the character and identity of the neighborhood areas or special districts of the community. Of particular importance, is the preservation of the character of the single family neighborhoods and their protection from intrusions from buildings that are "out of scale", incompatible land uses, and excessive vehicular traffic.

- Policy 3.1** Improve the appearance of neighborhood areas and the "edges" between neighborhoods through, landscaping, location of open space buffers, and special landscape features.
- Policy 3.2** Preserve the scale and character of residential development by creating appropriate transitions between lower density, rural areas, and higher density development.
- Policy 3.3** Encourage the use of creative landscape design to create visual interest and reduce conflicts between different land uses.
- Policy 3.4** Improve the pedestrian orientation, convenience and safety of commercial centers through the provision of pedestrian amenities such as benches, plaza areas, information kiosks and other street furniture, and through careful site planning and architectural design.

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**Goal 4** **A streetscape system that provides cohesiveness and enhances community image.**

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**Discussion** A unified streetscape system provides a special identify for a community. If the landscape amenities for the City are coordinated through a carefully planned streetscape program, the effect is a positive image that reflects that the City cares about its image and character.

- Policy 4.1** Promote the development of a continuous sidewalk and trail system throughout the City.

- Policy 4.2** Formulate a comprehensive streetscape program for the major streets in the City, including unified landscaping, lighting, paving patterns, and other public improvements.
- Policy 4.3** Encourage variety in the design of sidewalks and trails, with respect to alignment and surface materials, to provide a convenient and enjoyable experience for the users.
- Policy 4.4** Establish a city-wide street tree and median/slope planting program.
- Policy 4.5** Where feasible, require the provision of landscaped parkways between roads and sidewalks.
- Policy 4.6** Arterial roads should be designed as landscaped parkways that serve as unifying urban design elements.
- Policy 4.7** Encourage the use of drought tolerant landscape materials that are easy to maintain and are approved by the City's Parks and Recreation Department.
- Policy 4.8** Establish and enforce weed abatement programs on undeveloped properties and along major arterials.

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**Goal 5** Protection of public views of significant natural features.

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**Discussion** One of Temecula's most important resources is its environmental setting. Situated in the Temecula Valley, surrounded by rolling hills and along Murrieta and Temecula Creeks, the community desires to protect and enhance the views to, and from, these natural features.

- Policy 5.1** Work with the County of Riverside to protect the surrounding hillside areas.
- Policy 5.2** Promote the development of turn-outs on scenic roads.
- Policy 5.3** Require the revegetation and maintenance of graded slope areas.



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**Goal 6**      **Maintenance and enhancement of the City's public spaces and resources.**

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**Discussion** Temecula has an outstanding climate for outside activities. Pedestrian spaces, sitting areas, plazas, outdoor restaurants should be considered as a part of commercial development projects to take advantage of these opportunities. A critical aspect of the provision of public spaces is the commitment to provide necessary public services to ensure ongoing maintenance of the facilities.

- Policy 6.1**      Provide for street furniture in areas with high pedestrian activity and provide for shade trees in shopping areas.
- Policy 6.2**      Establish improvement plans for the City's public spaces and include these plans in the Capital Improvements Program.
- Policy 6.3**      Assure that operating and maintenance costs are adequately provided for public facilities.

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**Goal 7**      **Community gathering areas which provide for the social, civic, cultural and recreational needs of the community.**

---

**Discussion** The design of projects should encourage pedestrian activities and provide for public plazas and open spaces which promote social interaction and greater civic identity. The concentration of commercial, office public, and recreational uses will generate activity centers within the community that further enhance Temecula's sense of place.

- Policy 7.1**      Encourage the development of public spaces and plazas within commercial developments that can accommodate cultural and social events and function as community gathering areas.
- Policy 7.2**      Encourage the development of multi-purpose facilities within commercial developments that may be leased for a variety of public and private events.
- Policy 7.3**      Encourage the development of a range of uses within commercial developments that provide for day and evening activities.
- Policy 7.4**      Encourage development of common areas and facilities within residential developments to provide gathering areas for social and recreational activities.
- Policy 7.5**      Encourage the development of employee lunch areas within the industrial/business park facilities.

- Policy 7.6** Promote the provision of cultural facilities within the community including: art museums, theaters, performing art centers, outdoor amphitheaters, and special cultural exhibitions.

### III. COMMUNITY DESIGN PLAN

#### A. City-wide Community Design Concepts

Future development should promote the proper relationship between the residential and business areas of the community, while recognizing the importance of the City's physical setting, open space opportunities and natural features. An urban design strategy for Temecula must help to define these relationships by identifying the appropriate linkages or connections between existing activities, distribution and mixture of future land uses, and the circulation of pedestrians and automobile traffic. The determination of the urban form must address the special character of the activity areas of the City, including the role of the commercial centers. In this manner, the elements of the General Plan will give definition to the urban form for Temecula that is functional, conveys a "sense of place," and is aesthetically pleasing and sensitive to the natural environmental character of the area. Therefore, the primary city-wide community design concepts include, the effective utilization of the open space corridors of the City to provide connections between the living and working areas of the City, the location of distinctive urban villages throughout the City, and the preservation of the natural and historical resources of the community.



Streetscapes are important in defining neighborhoods and districts



## B. Open Space Areas and Connections

The Open Space/Parks/Conservation Element describes the overall open space system within the City of Temecula. The Open Space System, in combination with the circulation plan, provides the structural framework that links the community together. The major employment centers and the Village Centers service as activity focal points that are interconnected by the open space and circulation linkages. The landscape character of the community is determined as a result of the design treatment of the roadways and the linkages between the focal point of community activity centers. It is, therefore, important that the planning and design of the street systems contain significant open space and landscaped areas. Consideration for the interconnection of the open space and landscaped corridors should be considered as a part of all development proposals.



## C. Village Center Concepts

The Land Use Element describes the concept of the development of Village Centers throughout the Temecula area. The intent of the Village Center Concept is to provide opportunities for development of mixtures of commercial and residential uses that will minimize vehicular circulation trips, avoid sprawling of commercial development, and offer incentives for high quality urban design. While each of the Village Centers may develop with different criteria, regulations, and visual themes, there are certain common elements that should be addressed as a part of each Village Center Plan. The following illustrates these common considerations, or what could be described as the "palette of design concepts" for a Village Center area. Many of these design concepts are also applicable to development projects outside the Village Centers. The development of beneficial mixtures of uses, shared parking facilities, and pedestrian-oriented design, are examples of the concepts that should be encouraged throughout the community.

### 1. Mixtures of Uses

A Village Center is intended to include a diversity of different types of land uses. While retail development may be the primary land use, it is envisioned that the Village Center will also include additional employment opportunities such as, offices, and personal service shops. Community meeting centers could be included for private or public activities. Residential development could be integrated with the non-residential uses. The mixtures of land uses could be in separate structures or combined within a single building. One possibility is to have retail use on the ground floor level, office uses on the second level, and residential units on the upper levels.

Mixture of uses

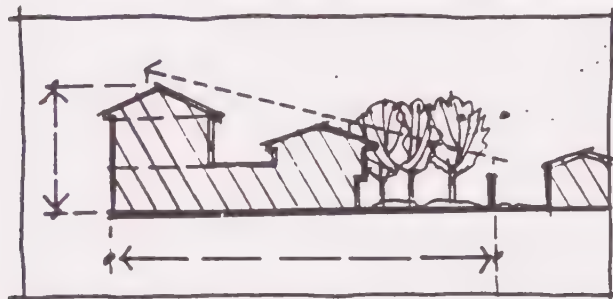


Residential over office and over retail uses

## 2. Building Scale and Design

A Village Center Area is not intended to be a suburban shopping center or strip commercial plaza. Because of the mixture of uses, and the concentration of activities, the height and scale of the structures may be greater than that found in typical shopping plazas. Multi-story structures ranging from two to five stories may be appropriate. By increasing the height of buildings, the ground floor area is then made available for open space, plazas and increased pedestrian uses. The allowable height increases in the Village Center Areas should not adversely impact surrounding areas with low density residential uses. If a Village Center Area abuts a single family area, new development should be stepped back and reduced in height to remain sensitive to the existing scale of the existing residential neighborhood.

Step heights away from existing development



Existing low density residential area

Height requirements maintain compatibility with the existing neighborhoods

By increasing building height rather than increasing building footprint area, more area is available for open space, plazas and sidewalks.



Benefit of increased heights



### 3. Intensification

By increasing the height of the building in the Village Center areas, the commercial development intensity and residential densities could be increased. This intensification would allow for more innovation in architectural and landscape design. In addition, the higher density development would increase the feasibility of mass transit service options for the Village Center Areas. By allowing the possibility of higher density housing in the Village Center Areas, the opportunities for diverse housing types can be increased.



#### 4. Parking Design

A fundamental element in achieving effective design of a project is the manner in which parking areas are treated. In the Village Center Areas, the parking facilities should not be the dominant visual image of the project. Vast expanses of paving for parking, without the visual relief of landscaping, is not aesthetically pleasing. Because of the mixture of uses and potential intensification of development in the Village Center areas, there may be opportunities for creative approaches for the provision of parking. Efforts should be made to minimize the number of required parking spaces by use of shared parking where the adjacent uses create parking demand at different time periods. Joint parking facilities should be encouraged to avoid proliferation of parking lots. Subterranean parking/parking structures should also be encouraged. Surface parking areas should be oriented internal to the Village Center rather than on the perimeter of the development as typically seen in suburban shopping malls.



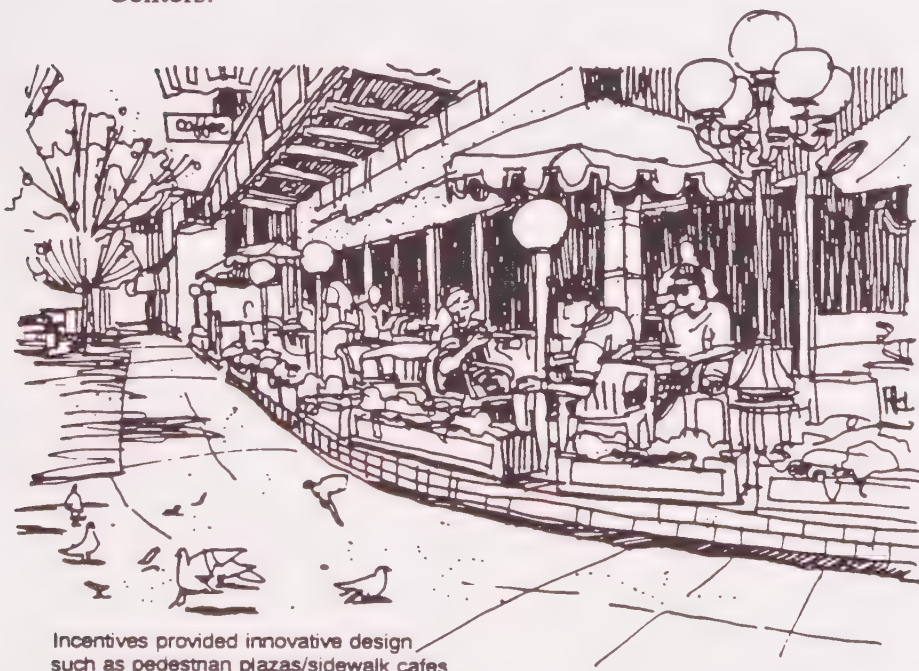
Heavily landscaped parking facilities internalized  
away from roadway views

## 5. Incentives for Innovative Design

A Village Center Plan may be implemented through a Specific Plan process or other discretionary permitting procedures established by the City. It is the intent of the Village Center Concept to encourage more innovative approaches to design. High quality design is considered to be a minimum requirement for development approval. While the development procedures of the City will provide basic requirements for development approvals, the following suggestions focus on additional incentives that may result in exceptional design.

Development in the Village Center Areas may receive consideration for increased Floor Area Ratios for commercial development and increased densities if the project is determined to meet the following criteria:

- Exceptional efforts to encourage mixtures in land uses, e.g., residential uses that will result in decreased traffic generation from the project;
- Private efforts to develop transit systems such as, local jitney services, shuttle loops, non-motorized vehicle trails within the project areas;
- Special landscape design improvements including: streetscape design in the public right of way, pedestrian plazas, sidewalk cafes, and overall landscape design;
- Special opportunities for the provision of affordable housing; and
- Public park facilities, pedestrian easements, and bicycle routes, that complement the open space linkages between activity centers and Village Centers.





## **6. Pedestrian-Oriented Design**

A significant effort should be placed upon encouraging site planning and design in commercial and business areas that is sensitive to the needs of the pedestrian. Typically, commercial development has emphasized the automobile rather than the needs of pedestrians. Building design can more effectively serve pedestrian needs through architecture that provides relief, and articulation at the first floor level. Retail uses at this level can provide streetscape contiguity that are amenable to the pedestrian. Continuous expanses of blank walls or sharp unbroken vertical surfaces create a uncomfortable atmosphere for the pedestrian. Examples of pedestrian-oriented design guidelines may include the following:

### **a. Pedestrian Circulation**

Site Planning for commercial areas should carefully consider the relationship between parking areas and pedestrian circulation patterns. Pedestrian areas should be linked whenever possible to the city-wide open space and trail system to facilitate travel by walking, biking or other non-motorized means.

### **b. Building Facades**

The design of building facades should be architecturally interesting and in scale with the pedestrian. The ground floor elevations should avoid large blank walls, and windows and entrances should be located at frequent intervals. Large wall surfaces should be divided with offsets to create distinctive shadow lines. The linear pedestrian linkage of building facades along major streets should not be disrupted.

### **c. Signage**

A coordinated signage plan for development can be an attractive enhancement to the project area. If the area has an overall theme, the signage plan should be consistent with this concept. Signage should be designed at a scale that is not overpowering from the pedestrian's perspective. For example, small signs with a unique texture, shape, or interesting features can be more effective than large, massive or glaring signage.

### **d. Streetscape Design**

The design of the streetscape is one factor that can contribute to the needs of the pedestrian. The effective design of the streetscape along exterior streets, as well as interior streets is essential for the creation of a convenient pedestrian environment. Continuity in landscape design, placement of street furniture, sitting areas, and use of interesting paving patterns, lighting are factors to be considered in development streetscape design.

**e. Pedestrian Plazas**

Pedestrian plazas that are effectively placed within a commercial development can be pleasant spaces for resting or having lunch between shopping trips or errands. Employees should have convenient access to places for lunch breaks. Placement of pedestrian plazas must be carefully planned to assure their most effective use. For this reason, consideration must be given to the location of plazas relative to the pedestrian circulation patterns, sunlight conditions, wind patterns and the selection of building and landscape materials.

**f. Organization of Activities**

The most important element in creating viable pedestrian spaces has little to do with the actual physical design of the space; if a space is to be conducive to pedestrian activity, there must be opportunities for pedestrian events and activities. Therefore, efforts to planning and organizing festivals, events, special sidewalk sales, entertainment and cultural displays should be made to help create desired pedestrian activity. Private marketing efforts should be encouraged to promote these types of community events.

**Pedestrian Oriented Design**



"Open air markets" are an example of an organized event which helps create pedestrian activity.

## 7. Signage

A comprehensive signage program is necessary to assure a coordinated visual image in the Village Center Areas. The details of the signage plan can be formulated based upon the special design character and theme of the Village Center Plan. However, the comprehensive signage plan should include, at a minimum, three hierarchies of signage. First, a minimum number of signs should announce the identity of the Village Center. At the second level, a common identification sign or kiosk could locate the individual tenants within the Center. Finally, each use within the Village Center should be identified with a sign that is consistent with the scale and mass of the building. Materials for signage should be uniform through the project area.

Signage



Signage requirements in village centers should maximize creativity and liveliness

Signage



A common identity sign element should be used throughout village centers to create unity.



## 8. Transit Alternatives/Options

One of the primary objectives for establishing Village Centers is the creation of density threshold and a mixture of uses that could support the linkage of the centers with mass transit facilities. The types of mass transit facilities could range from a simple taxi or loop shuttle system with connection for city-wide and regional bus routes in the short term, to connections for regional light rail transit along the I-15 corridor in the long-term.

Transit alternatives



Loop shuttle system may be used to connect village centers

## IV. SPECIAL OPPORTUNITY AREA CONCEPTS

### A. Old Town Area

The Old Town Area provides a unique opportunity for the City to promote and preserve its heritage, promote local tourism and therefore, increase revenues for the City. The Old Town area is recognized a primary Village Center for the City and a separate Specific Plan is being prepared for the area. While the area does not function as a "Town Center or Downtown," many of the attributes of Old Town help to establish the area as a special place within the City of Temecula. With improvements to facilities and services, the Old Town area can be the focus of tourism and the cultural center of Temecula. Key Planning objectives for the Old Town Specific Plan include the following:

- Preserve and enhance the historical character of the area.
- Encourage a mixture of appropriate retail and residential uses.
- Create a streetscape character that encourages pedestrian activity and is consistent with the Old West (circa 1880-1920) theme.
- Encourage efficient pedestrian and vehicular circulation.
- Provide for convenient and easily accessible parking facilities.
- Consider the establishment of a parking district or other joint use parking strategy.
- Establish an aggressive marketing program.
- Revitalize the existing uses in accordance with established architectural design guidelines.
- Implement a comprehensive sign program.

Preserve and enhance historic  
character in the Old Town Area



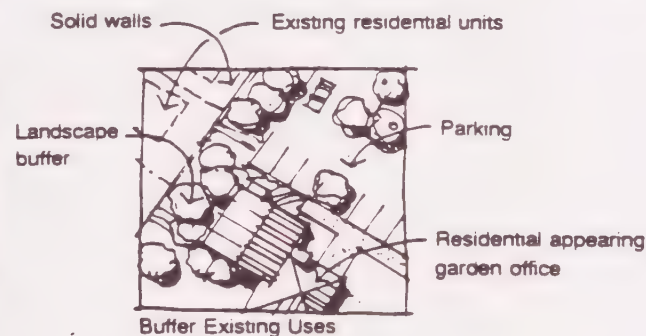


## B. Treatment of Office/Commercial areas adjacent to Highway 79

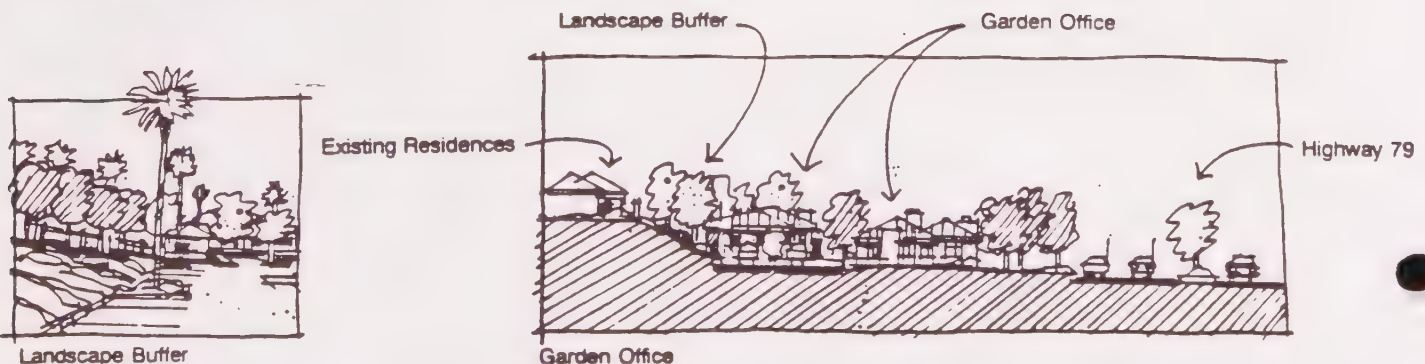
The Land Use Element designates areas adjacent to highway 79 for professional office development with limited retail convenience services. Special design considerations are necessary to assure that the office development is compatible with adjoining residential areas and also creates an attractive visual image from the street. The key considerations in the planning and design of these areas should include the following:

- Create a garden office atmosphere.
- Scale of buildings should be compatible with adjacent residential buildings.
- Extensive landscaping should be provided along the frontages adjacent to the roadways.
- Screening and landscaping are to be required adjacent to residential areas.
- Parking lots should be oriented to the side or rear of the Office/Commercial in order to preserve the landscaped front yard setbacks.
- Minimize curb cuts to Highway 79. Consider internal circulation roads and common access points as alternatives to providing direct access from each lot.

Office/Commercial  
adjacent to Hwy. 79



Create a garden office atmosphere that is  
compatible with adjacent residential uses

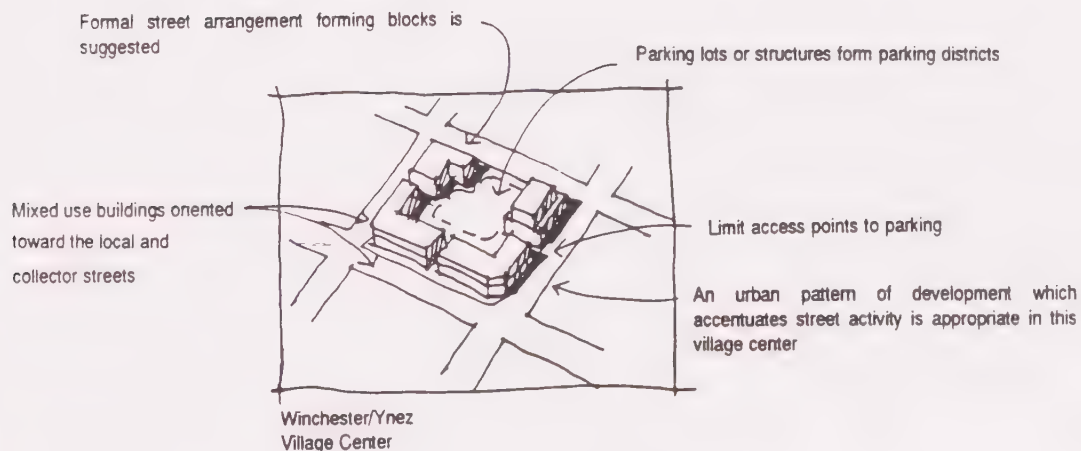
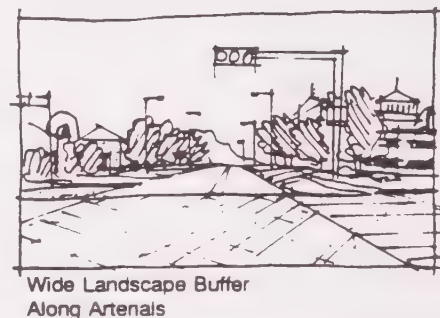
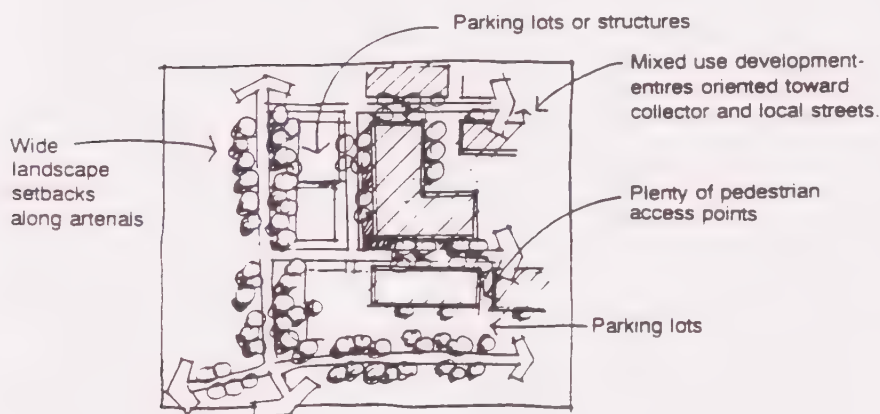




### C. Winchester/Ynez Village Center Area

The Winchester Road/Ynez Area represents one of the key opportunity areas for commercial development in the community. As a potential Village Center area, there should be a concerted effort to assure that this area is developed in a manner consistent with the intent of the Village Center Overlay designation. Projects in the area should be planned with considerations of the pedestrian, as well as adequate vehicular circulation. Toward this end, pedestrian amenities should be provided. Development should be oriented inward to focus the relationships between the structures and provide opportunities for pedestrian circulation. Parking areas should be interspersed to avoid massive expanses of paved parking.

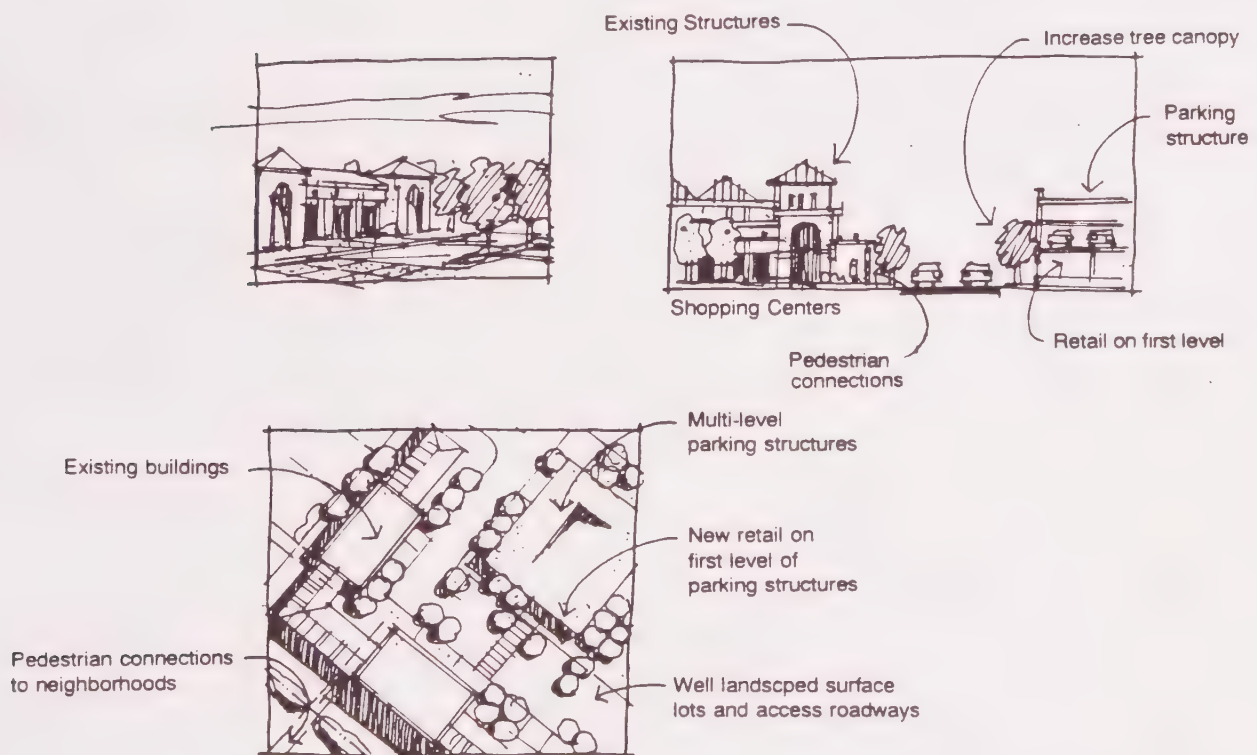
This area has the potential to be one of the most significant shopping areas of the City. Mixtures of uses could be developed in this area including office development and higher density residential development in areas adjacent to commercial uses. Perhaps the uses could be integrated throughout the entire area.



## D. Town Center/Target Area

This existing center area has been the focus of considerable discussion throughout the planning process. The area has been planned as conventional shopping plaza. There is an absence of pedestrian amenities. The large expanse of paving without landscaping discourages any mode of circulation other than driving. Revitalization strategies that could be considered include the following:

- Redevelop the area as a Village Center by encouraging revitalization and mixtures of uses.
- Consider alternative multi-level parking concepts that would allow for intensification of commercial uses and allow for increases in the amount of landscaping and public spaces.
- Redesign the existing vehicular circulation in the parking areas to include: collector drive aisles, additional landscaping, and clearly defined pedestrian walkways.
- Extend landscape along the frontages of the buildings and incorporate areas for pedestrian circulation and pedestrian amenities such as, street furniture, information kiosks, benches and outside vendor areas.



## E. Landscape Corridors and Gateways

The visual image of the City is expressed through major entry points and the corridors extending throughout the community. The concept of "celebration of entry" is a basic design consideration and has transcended ages of city design. The primary entrances or "gateways" to the City should be clearly defined through monumentation, signage and extensive landscape design features. The landscape design features should then be extended throughout the City along the major streets and open space corridors. Each major street can be developed as a landscape corridor with a distinctive visual image.



Greenbelts provide an attractive and useful pedestrian amenity through residential suburban developments.

Landscape Corridors



Collector roadways should have wide landscaped parkways with plenty of canopy trees.



## F. Rural Character of Development

The City of Temecula has rapidly developed over the past few years from a predominantly rural residential character to a more urbanized environment. Yet, there remain specific areas that are lower density and rural in character. As the City formulates development and engineering standards, such standards for rural areas should be tailored to preserve the rural character as well as protect public safety. While most of the community standards are appropriate for urbanized areas, rural residential areas may require modified standards in subdivision requirements, zoning regulations, and engineering public improvement standards. Such standards should also focus on achieving a transition between rural areas and suburban/urban development. This transition, through the use of open space buffers and other techniques, is important to ensuring compatibility between land uses. The methods identified below should be further defined and incorporated within the Development Code and other regulations and ordinances.

- Reductions in the minimum width of roadways and of street lighting requirements;
- Modifications to road design standards including: the elimination of vertical curbs, paved gutters, and sidewalks. Alternative drainage techniques may be considered if adequate drainage conditions are provided.
- Provision of open space and recreation buffers, increased setbacks, landscape screening, and sensitive site planning should be considered in the design of commercial and employment uses, and higher density residential projects. Like product types and a step back in heights may also be appropriate for new residential projects adjacent to existing large lot residential areas.
- Where rural residential areas are near or adjacent to commercial or employment uses, site and building design should minimize the intrusion of lighting, glare and traffic noise.
- Within or adjacent to rural residential areas, higher density projects should contain lot sizes along the edge of the project not less than 75 percent of the width of the lots of the abutting residential lot size. The lots should also be aligned in such a way that there will be no more than two lots abutting the existing residential uses.

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Rural-Urban Interface

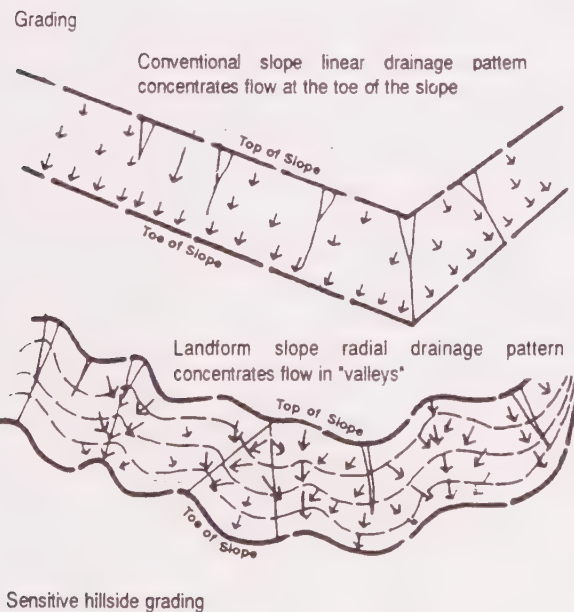


Greenbelts should be used as a buffer  
between agricultural and suburban development.

## G. Hillside Design

Sensitive Hillside Grading and design for the remaining slope areas in Temecula is essential to preserving the integrity of the natural environment. Guidelines to achieve sensitive grading area are listed below:

- Grading, excavation, and filling proposed in connection with a proposed development will not result in soil erosion, slide damage, flooding problems, or excessive cutting or scarring.
- The development will result in minimal disturbance of the natural terrain and vegetation.
- Retain the smooth flow of the ground form. Avoid harsh, easily eroded forms and high steep banks.
- Permit narrower roadways. Provide offsets for guest or overflow parking.
- Allow grading only for the roadway and maintain the remaining right of way in as natural state as possible.
- Encourage the development of smaller minimal pad areas versus large leveled areas.
- Encourage the use of stepped foundation structures or pole supported structures to avoid padding of lots.



Conventionally graded slopes produce accelerated sheet flow from top to toe, which can erode the slope. Terracing can prevent damage but looks artificial. Landform grading reconfigures the slope drainage pattern to radial flow, which permits the concentration of rainfall and irrigation runoff into specific areas, yet prevents erosion in them by reducing tributary drainage so the amount of drainage is minimal and non-erosive.



## H. Chaparral Area

The Chaparral Area is characterized by moderately sloped hillsides above dry washbeds. Existing development consists of segmented lot patterns of varying sizes. This area provides an opportunity to transition down from the larger lots found in the Los Ranchitos and Santiago Estates areas to the south and west. Special development considerations are necessary to assure development does not exceed the carrying capacity of the area, while still providing appropriate transition of density.



The methods identified below should be refined and incorporated within the Development Code and other regulations and ordinances.

1. Constraint Areas are recognized as having the following characteristics:
  - a. Areas with natural slopes of 25% or greater.
  - b. Areas within natural drainage courses.
  - c. Areas with sensitive biological resources as identified or referenced in the General Plan or site specific study.

Encroachment of grading, construction or surface alteration activities (including leach fields) shall not exceed 15% of the Constraint Area. Notwithstanding this guideline, said activities shall be avoided unless specific mitigations can be implemented to reduce potential impacts to a level of insignificance.

2. Proposed building pads, driveways and septic-leach field locations shall be shown on the tentative map.

3. A written statement (Form SAN 53) from the Health Officer of Riverside County Department of Environmental Health shall be provided stating the type of sewage disposal that will be permitted for the proposed lots.
4. All drainage areas will remain natural (no undergrounding or placement in v-ditches). Use of energy dissipators, retention basins or desilting basins, will be permitted as deemed necessary by the Director of Public Works.
5. Joint access and driveways shall be required to the greatest extent possible to reduce impacts.
6. Residences should be designed using alternative foundation techniques to maintain the existing topography to the greatest extent possible. Rather than using extensive grading to create flat building areas, stepped and pier and beam foundations shall be encouraged. Retaining walls interior to the structure are encouraged over stem walls along the exterior face of the structure.
7. No graded slopes shall exceed a 2:1 gradient. The maximum vertical height of graded slopes over a 3:1 gradient shall be 10 feet.
8. Where grading occurs, finished slopes should be contoured with land form grading, rather than a formal engineered look.
9. Retaining walls shall be discouraged to the greatest extent possible, particularly between a structure and the public view. Crib walls or similar structures, shall be used in-lieu of retaining walls when possible and planted with appropriate shrubs and vines. Where retaining walls are used and visible from the public view, the wall shall be colored block or color coated to match the natural earth tone of the area or planted with appropriate vines.
10. To assure a better transition from adjacent areas, lots adjacent to Santiago Road shall have a minimum lot size of 1.75 acres.
11. Roadways and driveways shall be limited to a maximum grade of 15%.

The Land Use Element designates the Chaparral Area as Low Residential, however, much of the Chaparral Area is inappropriate for development of half-acre lots. The Development Code will implement the Low Residential designation through two zoning districts. These districts will have different development standards, such as half-acre and one-acre minimum lot sizes. Based upon the above policies, it can be anticipated that much of the Chaparral Area will be zoned for the larger one-acre lot sizes.

## I. Neighborhood Compatibility

Special attention has been given in the General Plan to the interface between rural residential and urban development. However, the compatibility between the character of existing single-family neighborhoods and adjacent proposed projects is also an important consideration within the community. Key considerations in the planning and design of projects adjacent to existing single-family neighborhoods includes the following:

- Proposed land use densities should provide a density transition or buffer to improve compatibility with adjacent neighborhoods;
- Proposed projects should be designed in terms of height, architectural style, bulk, location of parking, and vehicular and non-vehicular access, to be compatible with surrounding neighborhoods; and
- The design of commercial and office projects should allow for convenient non-vehicular access by adjacent neighborhoods to the extent feasible.



## V. IMPLEMENTATION PROGRAM

Implementation of the Community Design Element is an ongoing process that is a basic part of development project review and approval. In many cases the goals, policies and recommendations provided in the element may provide adequate information to assist the City staff and decisionmakers in their daily actions. However, in certain cases, because of the need for special detailed studies, additional work may be necessary. This can be accomplished as a part of the City's annual work program, or can be requested as a part of development approval requirements.

### A. Development of Design Guidelines/Performance Standards

The formulation of design guidelines may be necessary for effective implementation of the Land Use and Community Design Element policies. Often design considerations can be included in the development regulations for the community. However, another approach is to prepare a separate set of design guidelines that can be used by the public and the planning staff as a working guide to promoting higher quality design. The Design Guidelines document could focus upon specific areas, such as multiple-family residential design, commercial area design, parking lot design guidelines, and landscape corridor guidelines.

Performance standards for community design can be incorporated into the Development Code. The focused design guidelines can then be used to effectively evaluate conformance with the performance standards.

### B. Implementation of Zoning Standards

In accordance with State law the Zoning Ordinances of the City must be in conformance with the adopted General Plan. Many of the design concepts discussed in the Community Design Element can be implemented in the Development Code for the City. Building setbacks, upper floor setbacks, landscaping requirements and building relationships can be regulated through zoning. However, the additional design guidelines can be used to supplement the zoning requirements in a easy to use descriptive format.

### C. Establish a Design Review Process

The establishment of an effective development review process must include a method for assuring that the proposed project meets the City's development regulations. In most cases this is not enough. The development review process must also assure that the actual product is consistent with the community design objectives of the City. Design requirements and performance standards can be incorporated into the Development regulations. However, it is often necessary to review applications with respect to the compatibility of the design with surrounding area and the community as a whole.

Some cities have established a separate board to review projects from the overall design perspective. Design Review Boards are often established for Historical Preservation Districts. Critics of this approach are concerned about the possibility of creating addition layers of development review besides the Planning Commission and City Council. Design Review Boards are typically comprised of Council-appointed individuals, with representatives from the design professions.

Another approach may be to increase staff capabilities in the review and evaluation of the design aspects of development review, by hiring planners who have training in landscape architecture and architecture. Also, many cities contract with local landscape architects, engineers, and architects to provide planning review services.

## **D. Potential Ordinances**

In addition to the Zoning Ordinance the City may consider other potential ordinances that can implement the goals and policies of the Community Design Element.

### **1. Historic Preservation Ordinance**

Historic Preservation Ordinance addresses historical buildings, sites and places in the community. The ordinance would establish the process through which the City may identify, and designate significant structures and sites as historically significant. The ordinance would establish guidelines and procedures for protecting and preserving the character of the historical resources. A city-wide survey of resources would be completed. As a part of the ordinance, the City may consider provisions that provide flexibility for zoning, parking and building code regulations to make preservation more feasible when other alternatives are not available.

### **2. Enhanced Sign Ordinance**

A detailed study of Sign Code provisions based upon the General Plan policies should be conducted to assure consistency. Special guidelines would be formulated for signage within residential, commercial and industrial areas. If comprehensive signage programs are required the sign ordinance would indicate the minimum requirements and characteristics of the privately initiated signage programs.









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## **I. INTRODUCTION**

### **A. Overview of the Economic Development Element**

The purpose of this Element is to provide guidance for economic development within Temecula's jurisdiction to attain an economically viable community. In this sense, economically viable means a providing range of housing and employment opportunities that meet the needs of residents and workers alike, attracting families and businesses to create demand for planned land uses, and establishing and funding public service levels that preserve Temecula's quality of life.

The Economic Development Element is linked primarily to the Land Use and Housing Elements. Land use policy, in which the City takes an active role in defining development intensity, balance and mix of land uses and design guidelines, is fundamental to economic growth and fiscal well-being. Land use policy also helps the City plan in advance for the secondary effects of development, including employment growth, infrastructure requirements and fiscal impacts. Temecula's housing policy is also linked to economic development planning in that economic relationships exist between housing types and employment opportunities, as well as between housing densities and the cost to maintain City service levels. With regard to attracting industry and maintaining mobility for corporate activities, the Circulation Element is also important to the economic development strategy.

### **B. Authorization and Scope**

The Economic Development Element is an optional element of the General Plan, as set forth in the State Planning, Zoning and Development Laws, California Government Code §65303. Although the Economic Development Element is not a required element in the General Plan, the City has requested that one be prepared to consolidate and codify a growing body of policy concerning the economic and fiscal viability of Temecula. Since this element is optional, it may be amended by the City Council to adapt to changing needs and economic conditions.

### **C. Related Plans and Programs**

#### **1. Temecula-Murrieta Economic Development Corporation**

The Temecula-Murrieta Economic Development Corporation (EDC) is a privately funded program chartered to promote economic growth and development within Southwestern Riverside County. The EDC aims to accomplish its mission by improving business conditions and job growth in order to attract medium to large clean industry employers and to assist existing employers in the area. The EDC's goals for the subregion complement Temecula's specific economic development goals. Additionally, the EDC provides technical assistance with economic research and marketing programs that directly benefit the City.

## **2. Temecula Valley Chamber of Commerce**

The Temecula Valley Chamber of Commerce is currently providing four programs related to business development in the Temecula area:

Tourism. The Chamber is currently in the process of pursuing a program for elementary school children from other counties to visit Temecula's historical district, wineries, horse ranches and museum as a field trip. The purpose is to educate kids and give them information to take home to their parents, opening the possibilities of relocating homes or businesses to the area.

Local business promotions. The "Shop Temecula First" program is a year-round project encouraging citizens to shop locally. The program is designed to educate consumers that the monies from local sales tax are used for local expenditures. Local merchants participate in the program by displaying logos and posters for ad campaigns.

Education. The Chamber offers a business start-up kit to new and relocating businesses. The kits contain City guidelines for operating a business, tax information, City ordinances such as signage, and area information.

Governmental. The Chamber has an active Civic and Developmental committee which tracks business related legislation and local issues. The Committee members attend the Planning Commission, Traffic Commission, Parks and Recreation Commission and City Council meetings and make recommendations to the board for taking positions on business related issues.

## **3. City of Temecula Publicity Campaign**

Temecula has recently launched a national publicity campaign to promote the advantages of locating in Temecula. The program included development of a promotional video and target industry list. This program currently implements several goals stated in this element, and should be further reviewed to ensure continuing efforts are in accordance with this element.

## **4. Old Town Specific Plan**

The Temecula Old Town Specific Plan is being prepared concurrently with the General Plan. The Old Town area provides an important retail environment within a historic setting, making it a key component of Temecula's tourism industry. Because of its importance to the local economy, the Old Town Specific Plan should be implemented in accordance with Temecula's stated economic development goals.



## **II. SUMMARY OF ECONOMIC DEVELOPMENT ISSUES**

There is an interdependence among economic issues and the overall quality of life in Temecula. The high standards for community facilities and services attract businesses and residents. This attraction generates revenues which make high standards possible. Given its demonstrated attractiveness to industry and residents alike, opportunity exists for Temecula to further strengthen the local economy and maintain high service levels through effective economic development planning.

### **A. Balanced Land Use**

As Temecula grows, there will be a need to maintain a level of housing supply which is affordable to workers in Temecula, given the diversified nature of the area's employment base. This is important for two primary reasons. First, an improved jobs/housing balance will reduce long-distance commuting and enhance the quality of life for all Temecula residents. Second, a jobs/housing balance will increase the range of choice for residents and businesses, making Temecula attractive to prospective residents and employers.

### **B. Fiscal Viability**

Given the economic realities in California, each local jurisdiction must maintain its own fiscal viability. This will require a combination of land use policy, attraction of business, and local revenue policy, including taxation. It must be also recognized that long-term fiscal viability requires incremental public and private investment, including development impact fees.

### **C. Economic Expansion**

The economy in Temecula has expanded very rapidly over the 1983 to 1989 period. However, there has been concern in the community that growth since 1989 may be flagging. As Temecula's economic base once again expands, this expansion can provide a greater range of job opportunities and can help the City meet its fiscal goals. However, rapid expansion can also lead to undesirable impacts on traffic and other infrastructure capacity.

### **D. Employment Growth**

Temecula's job base grew very rapidly during the 1980s. The number of jobs in Temecula increased from about 4,000 in 1983 to over 15,000 by 1992. This growth represents an annual growth rate of about 18 percent, significantly higher than growth in both the Riverside-San Bernardino Metropolitan Area and Southwest Riverside County. Based on economic trends and projections for the Southern California region, the number of jobs in the Temecula area is projected to increase by between 30,000 and 53,000 by 2010.

## **E. Development Capacity**

During the 1980s, the area that is now Temecula experienced rapid growth, transitioning from a residential-oriented suburban community into an employment center for southwestern Riverside County. Even under current recessionary conditions, significant development potential still remains for additional employment and residential development within the City and sphere of influence, with over 3,330 acres proposed for employment and about 1,275 acres for retail development. As economic recovery occurs, Temecula will once again experience the pressures of development. Within this context, City officials and community members have recognized the need to develop an economic strategy to guide future economic growth.

## **F. Industry Growth**

Temecula's manufacturing base has shown strong growth in the high technology industries and moderate growth in other industries. Temecula serves as a regional retailing center, with about \$2.00 in retail sales for every \$1.00 of demand within the City limits. Temecula has also grown rapidly in the services sector, particularly in business and professional services.

## **G. Tourism**

Community leaders have expressed a desire to see tourism expanded beyond the realm of Old Town and the wineries into a commercial recreation industry which will generate positive economic impacts for Temecula. Preliminary economic analysis of the Temecula area indicates that additional diversification is currently needed in lodging, amusement and recreation services.

### III. GOALS AND POLICIES

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**Goal 1**      **Development of a strong base of clean manufacturing activities which employs a skilled labor force and can be successfully integrated into Temecula's community character.**

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**Discussion** Temecula has maintained high standards for manufacturing activity which have enhanced its attractiveness to both employers and residents. With additional land reserved for manufacturing activities, the City must continue to guide the location, design, and function of industry throughout its development cycle.

**Policy 1.1**      Attract and retain industry that complements Temecula's character and takes advantage of Temecula's locational advantage for goods movement and corporate mobility.

**Policy 1.2**      Encourage the growth and expansion of existing industry by providing high quality municipal services, facilities, and economic development assistance.

**Policy 1.3**      Maintain a local regulatory environment that is favorable to clean industry.

**Policy 1.4**      Provide technical assistance to industries that will be affected by new regional air quality regulations and other developing regional regulations.

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**Goal 2**      **Diversification of the economic base to include a range of manufacturing, retail and service activities.**

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**Discussion** The economy in Temecula has been expanding very rapidly, providing job opportunities and generating fiscally positive development patterns. The Temecula economy has shown recent diversification in both manufacturing and services. Since Temecula has not yet completed its real estate development cycle, the economic base can be expected to diversify further, with an increased level of professional services and a more mature retail base. Areas where additional diversification is needed may include: the financial sector, medical and health services, retail (particularly in general merchandise and apparel), lodging, recreation and other visitor-oriented services.

**Policy 2.1**      --Provide for industrial land uses which facilitate a variety of user types, including manufacturing space, storage and distribution, back-office space, and research and development space.

**Policy 2.2**      Plan for land use and development patterns that allow succession of use and will adapt to Temecula's economic conditions.



- Policy 2.3** Promote development of properly located and well designed commercial centers to meet the diverse service needs of the City.
- Policy 2.4** Promote retail and other support activities that provide a broader selection of high-quality goods and services for residents, workers and tourists, including apparel, general merchandise, home furnishings and appliances.
- Policy 2.5** Use redevelopment powers and opportunities to enhance development opportunities.

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**Goal 3** Maintain an economic base to provide a sound fiscal foundation for the City as well as quality community facilities and high service levels.

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**Discussion** Prior to incorporation, the Temecula area experienced rapid growth under the jurisdiction of Riverside County. With incorporation and the ability to capture more local revenues, the City is now able to conduct fiscal planning in the context of economic development. With economic development planning, Temecula has an even greater opportunity to influence its fiscal base, resulting in a fiscal balance across land uses.

- Policy 3.1** Encourage a pattern of development that balances revenue generating land uses in phase with other uses that have negative fiscal impacts.
- Policy 3.2** Encourage the growth or relocation of industries that generate local tax and employment advantages.
- Policy 3.3** Evaluate fiscal impacts of new development on an ongoing basis and provide appropriate mitigation strategies.
- Policy 3.4** Take advantage of Temecula's regional capture of taxable sales and continue to establish Temecula as a retailing center along the Interstate 15 corridor.

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**Goal 4**      **Establishment of a diverse education and training and job placement system which will develop and maintain a high quality work force in Temecula.**

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**Discussion** Residents and employers have identified education as a key element in developing the long-range economic base in Temecula. By providing superior educational opportunities and resources, with an emphasis on practical educational programs for the job mix required to serve the community, many residents will prefer to work within the City. A full range of adult education, retraining, special education, vocational/technical education and college/university level facilities and curriculums should be provided, aimed at responding to the educational needs of the community through each phase of development.

**Policy 4.1**      Support economic development goals through a range of education and training activities.

**Policy 4.2**      Establish a proactive, periodic dialogue early in the planning process between the City and educational institutions, including school districts and community colleges, on issues related to the phasing of development, service standards and demands.

**Policy 4.3**      Explore the potential for a comprehensive extension center through UC Riverside and/or the California State University system.

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**Goal 5**      **Promote the advantages to businesses of locating in Temecula, including cost advantages, amenities, housing, community activities and civic services.**

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**Discussion** Temecula currently has a number of favorable employment growth conditions - including demonstrated attractiveness to industry and an ideal locational advantages for company headquarters. The City wishes to focus future efforts on continuing to attract high quality clean industry. However, with the current regulatory environment and rising land prices, the City may need to clearly define incentives for businesses to locate in Temecula instead of other communities.

**Policy 5.1**      Develop and maintain a marketing program to publicize the virtues of relocating to Temecula.

**Policy 5.2**      Monitor the economic conditions in Temecula in comparison to other locations in California and throughout the nation to determine relative advantages.

**Policy 5.3**      Monitor the supply of housing in relation to the supply of jobs in terms of to balance area-wide jobs, households, worker earnings and housing expenses.

**Policy 5.4**      Monitor existing businesses in Temecula and identify the elements of a business retention program.

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**Goal 6**      **Develop Temecula as a comprehensive, recognizable tourist destination, with a range of attractions throughout and beyond the sphere of influence.**

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**Discussion** Because of its wine country location and historical significance, Temecula has become a limited tourist destination point. For tourism to play an effective role in the local economy, however, the industry must expand beyond Old Town and seasonal attractions and provide for year-round activities capable of generating greater tourist interest. Community leaders have expressed the desire to expand Temecula's tourism industry in a manner that complements established residential areas as well as businesses.

- Policy 6.1**      Encourage and enhance cooperative efforts with the wine-making industry in the Temecula Valley to promote Temecula as a destination resort.
- Policy 6.2**      Identify commercial recreation, convention and resort activities - including golf-oriented resorts - that can take advantage of Temecula's character and climate, while complementing wine-making activities.
- Policy 6.3**      Revitalize and enhance Old Town to expand its role in local tourism and to improve its attractiveness, accessibility, and economic vitality.
- Policy 6.4**      Enhance the City's image through development of cultural facilities, including performing arts, museums.



## **IV. IMPLEMENTATION PROGRAMS**

### **A. Attracting Clean Manufacturing Activities**

1. Guarantee project processing within a defined time-frame for prospective employers.
2. Provide planning and design direction to preserve and develop the physical environment for business in Temecula, including infrastructure, circulation and other community amenities.
3. Provide technical assistance to business in relocation, business development and for regional marketing and promotional services.
4. Develop and maintain a list of targeted industries that can take advantage of the unique locational advantages of Temecula.
5. Develop and maintain a data base of labor pool characteristics to be used in the promotion of Temecula to prospective industry.
6. Evaluate the relative value of industrial land in Temecula in relation to other communities on an ongoing basis in conjunction with local brokers.
7. Prepare representative pro forma analyses comparing Temecula with competing Southern California locations.
8. Prepare informational, promotional and advertising materials aimed at attracting elite corporate activities.
9. Provide assistance to prospective employers in site selection, development applications and coordination with regional, state and federal regulatory agencies.
10. Promote Temecula's advantages to employers at industrial and office park trade shows and conferences.

### **B. Manufacturing, Services and Retail Diversification**

1. Allocate land uses to provide for a range of industrial development types, emphasizing build-to-suit space where possible.
2. Conduct a retail market analysis to understand retail demand and precisely identify leakage of local purchasing power from Temecula.
3. Recruit national retailers in categories not currently provided in Temecula and encourage development of additional general merchandise and apparel retailing in the City.
4. Designate sites for additional health care services within the community.
6. Define retail niches that support tourism and satisfy the unmet demand for upscale retail goods.
7. Promote Temecula's retail advantages at retailing and shopping center conferences and trade shows.

**C. Fiscal Viability**

1. Require new development to pay for its share of capital and operating costs not met by General Fund revenues generated directly by the project.
2. Utilize the comprehensive fiscal impact model on an ongoing basis to monitor both General Fund and Community Service District Fund fiscal impacts as development information becomes available.
3. Formulate land use mitigation strategies for projected deficits to incorporate a balance of land uses that will provide sufficient revenue to cover new costs.
4. Define financing techniques that will assist in funding recurring costs in addition to funding one-time capital improvements, allocating the impacts equitably between new and existing development.
5. Evaluate fiscal impacts of future annexations on an ongoing basis.
6. Carefully evaluate long-term effects of proposed City sales tax rebates to large retailers.

**D. Education and Job Training**

1. Explore long-range potential for locating a campus of the California State University system within the Temecula vicinity.
2. Designate a site for a community college in Temecula.
3. Establish an education and training consortium between the City, the school districts and local employers.
4. Prepare information on advantages of Temecula Unified School District and Mt. San Jacinto Community College District.

**E. Attracting Business**

1. Work with the Temecula/Murrieta Economic Development Corporation to promote the advantages of Temecula.
2. Continue to research market and demographic conditions to identify Temecula's relative strengths and weaknesses to firms wishing to relocate.
3. Monitor existing and projected jobs/housing relationships to provide for housing supply in balance with the labor requirements of local industry.
4. Develop commercial-oriented lodging on west side of Interstate 15.
5. Develop program to interview businesses that leave Temecula to better understand corporate location policy.
6. Determine the impact expansion of the French Valley Airport would have on businesses deciding to locate in Temecula.
7. Work with local businesses to articulate and implement a business retention program.

**F. Developing Tourism**

1. Determine threshold levels of golf, equestrian and related activities to provide a viable resort environment.
2. Coordinate an annual program of events with local attractions, including Old Town, golf, wineries, ballooning and future planned attractions.
3. Explore linkages between Temecula attractions and other attractions in southwest Riverside County.
4. Emphasize historic attributes of the area, including the Anza Expedition, the mission era, Butterfield Stage, the Vail Ranch and the more recent farming-based economy.
5. Identify the type and location of recreational activities - including golf - that would complement the existing tourism related to the wineries and Old Town.
6. Identify scope and possible location of a performing arts facility.
7. Begin considerations for attracting a minor league baseball team to Temecula.
8. Development long-term plan to accommodate resort lodging facilities related to golf, recreation and other tourist-oriented activities.
9. Prepare a Specific Plan for Old Town, including any transition or expansion areas, to preserve and enhance the economic vitality, viability and marketing, and to enhance to the role of Old Town in local tourism.
10. Incorporate Old Town Temecula into the regional marketing strategy for Temecula Valley.
11. Develop a consistent marketing theme for the Old Town area to expand its image as a tourist destination point.
12. Consider the use of a main street type program to improve the attractiveness and economic vitality of Old Town.
13. Encourage the creation of a community organization composed of representatives of old town businesses and community organizations, and the City of Temecula to oversee the Main Street Program for Old Town Temecula.
14. Participate in cooperative efforts to maintain Old Town Temecula as an important local economic and community asset.











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map

# Land Use



Residential U

U.C. BERKELEY LIBRARIES



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